

GOLDEN GATE PARK EDGES IMPROVEMENT STRATEGY

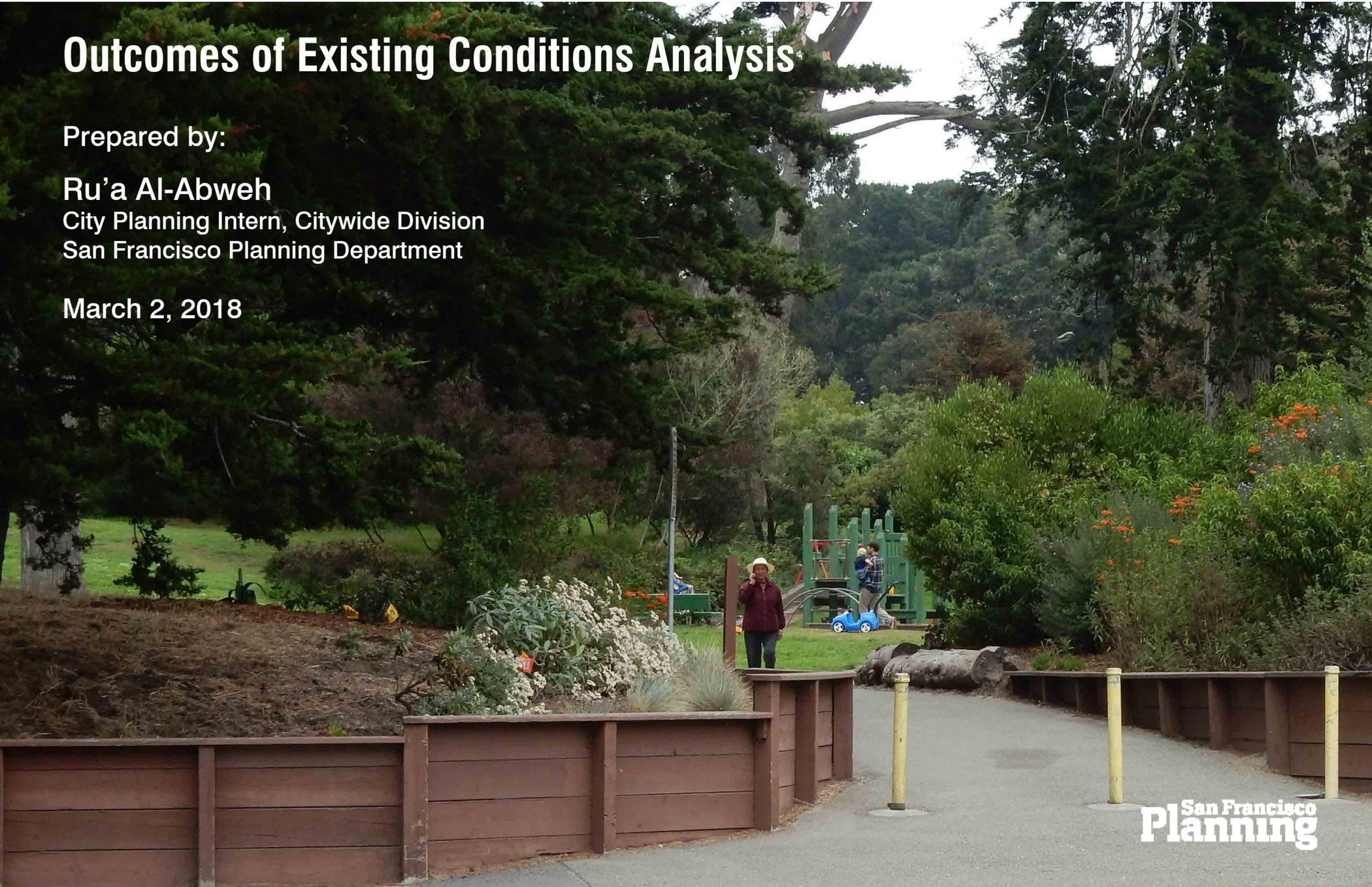
Outcomes of Existing Conditions Analysis

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San Francisco Planning Department

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OVERVIEW

Purpose of the GG Park Edges Improvement Strategy:

The GGP Edge Improvement Strategy aspires to develop a unified vision to improve access and safety to Golden Gate Park for pedestrians and bicyclists. It also aims to create an action plan that includes a range of short to long-term strategies.

Purpose of the Existing Conditions Analysis:

This Existing Conditions Analysis is the first step in a longterm aspiration to improve the edges of Golden Gate Park. Its goal is to create a database and baseline for future decision-making and strategies to improve the edges of the park.

GG PARK EDGE FACTS & FIGURES

Perimeter: ≈ 7 miles (11.80 km)

N & S edges: > 3 miles (4.8 km)

E & W edges: ≈ 0.5 mile (0.8 km)

Area: 1,017 acres

≈ 1.60 mi² (4.15 km²)

Adjacent to residential neighborhoods

4-lane streets on all four sides of the park

13 million visitors annually



OCEAN BEACH

OUTER RICHMOND

INNER RICHMOND

GOLDEN GATE PARK

HAIGHT-ASHBURY

OUTER SUNSET

INNER SUNSET

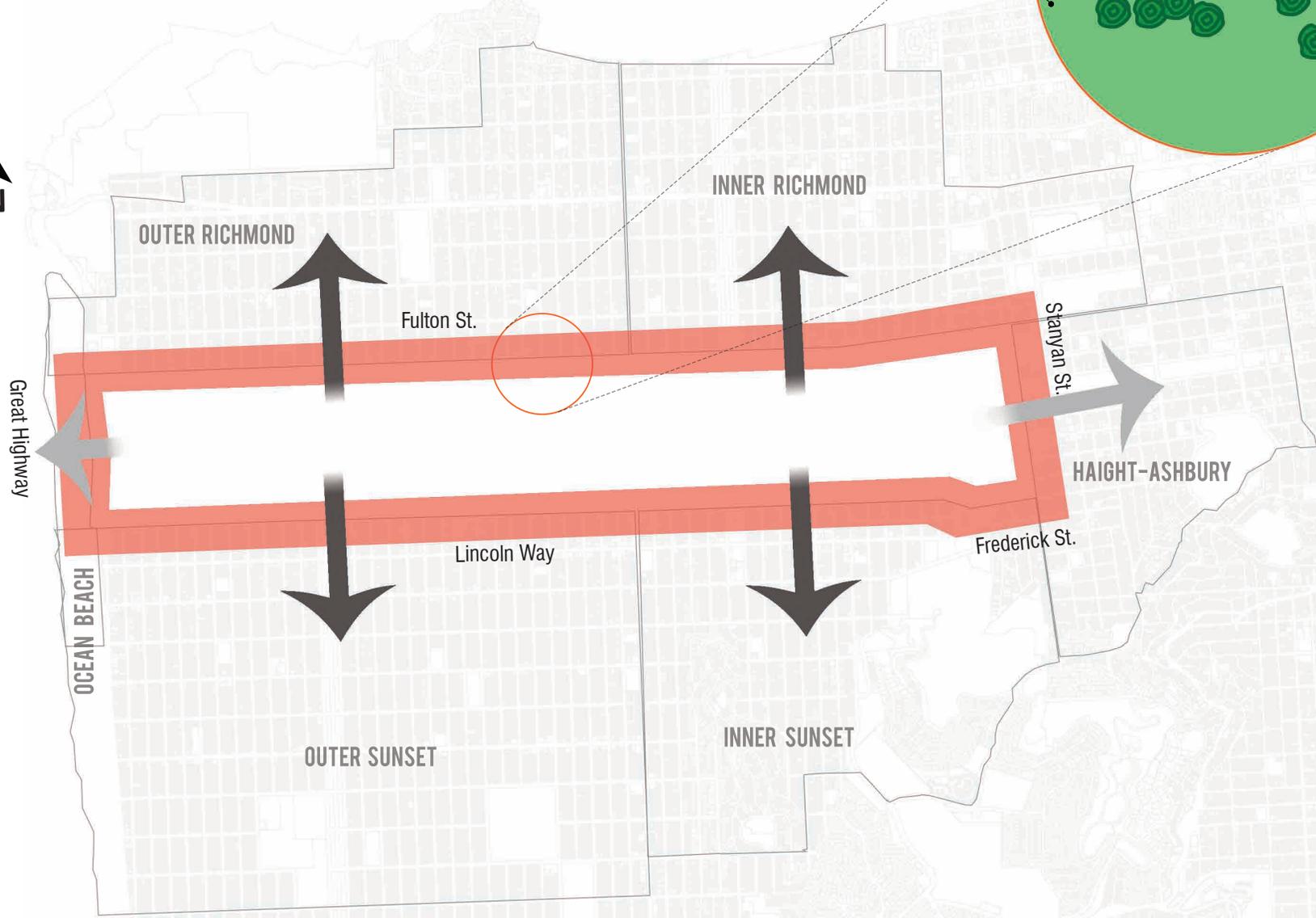
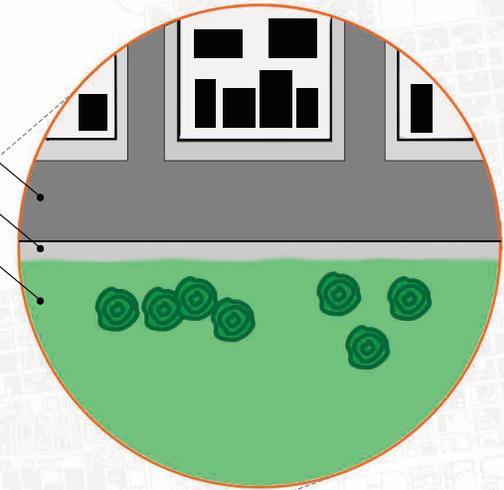
STUDY AREA

Components of the "Edge" Study Area

Outside the park (street, curbs, & adjacent blocks)

Park boundary (sidewalk and infrastructure)

Inside the park (lawns, trails, and facilities)



METRICS

1. Connectivity

The amenities that allow pedestrians and bikers to cross the street and access the park from adjacent neighborhoods. This includes crosswalks, sidewalks, and formal and informal park entrances. It also includes barriers to entry, such as walls, fences, and terrain.



2. Programming

The spaces and facilities inside the park (along or near its boundary) that provide recreation and activities. This includes playgrounds, dog parks, lakes, trails, landmarks, community centers, and other destinations. It also includes open green spaces that may not be formally programmed.



3. Infrastructure

The utilities and amenities that make the edges of the park more convenient for everyday use, such as benches, bike racks, utility poles, street lights, bus stops, and signage.



4. Perimeter Screening*

The density of landscaping and vegetation along the edges where it screens the park from the surrounding neighborhoods. The screening provides varying degrees of visual connection.

*Perimeter Screening will need further study and analysis. This Existing Conditions Analysis focuses on the other three metrics listed above.

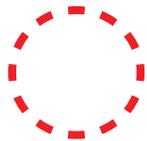


DATA COLLECTED & MAPPED

CONNECTIVITY



Crosswalk



Missing crosswalk



Sidewalk



Formal park entrance



Informal park entrance



Wall

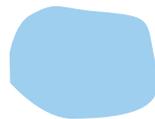


Fence

PROGRAMMING



Green space



Body of water



Other recreational space



Landmark or public building



Active ground floor
(Retail, cafe, restaurant, gym)



Inactive ground floor
(Hospital, bank, auto repair, bike rental and repair, salon, dry clean)

INFRASTRUCTURE



Main utility pole



Secondary utility pole



Street light



or



Street light + utility pole



Bike rack



Fire hydrant



Bus stop



Paved bus waiting area



Bench



Traffic signal



Stop sign



Landmark sign



Park rules sign



Park notices sign



Directions sign



Park map sign

OTHER/MISC.



View



Parking garage entrance



Driveway



Planter



Tree



Median



Notes

DATA ANALYSIS



Understanding the GG Park edge conditions through the lens of

PEDESTRIAN SAFETY & EXPERIENCE

1 Safety Provisions and Services

Where do they exist?

What is the quality and level of investment?

How does the situation compare on Fulton St. vs. Lincoln Way?

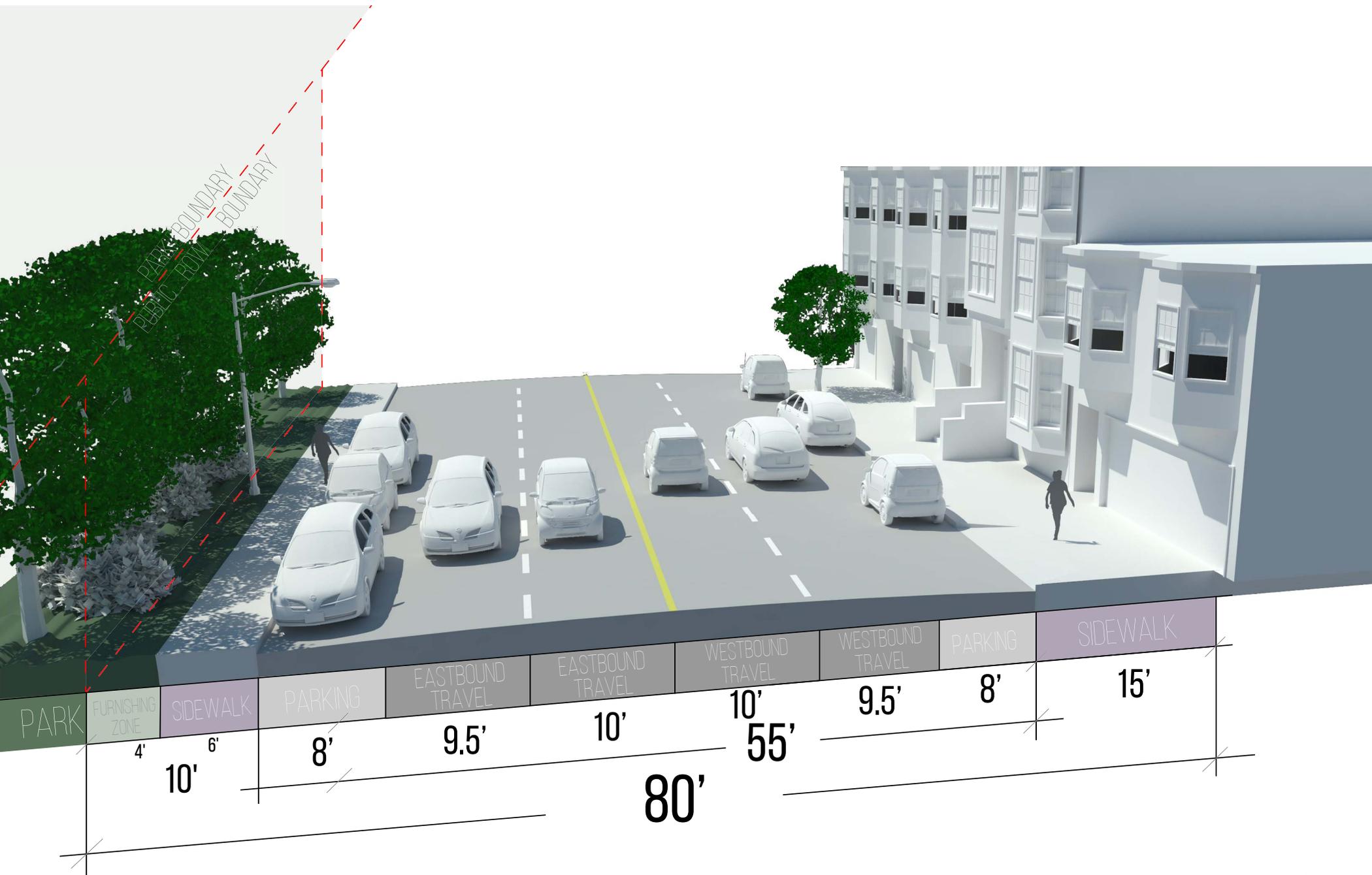
2 Formal Park Entrances and Bus Stops

3 Informal Park Entrances

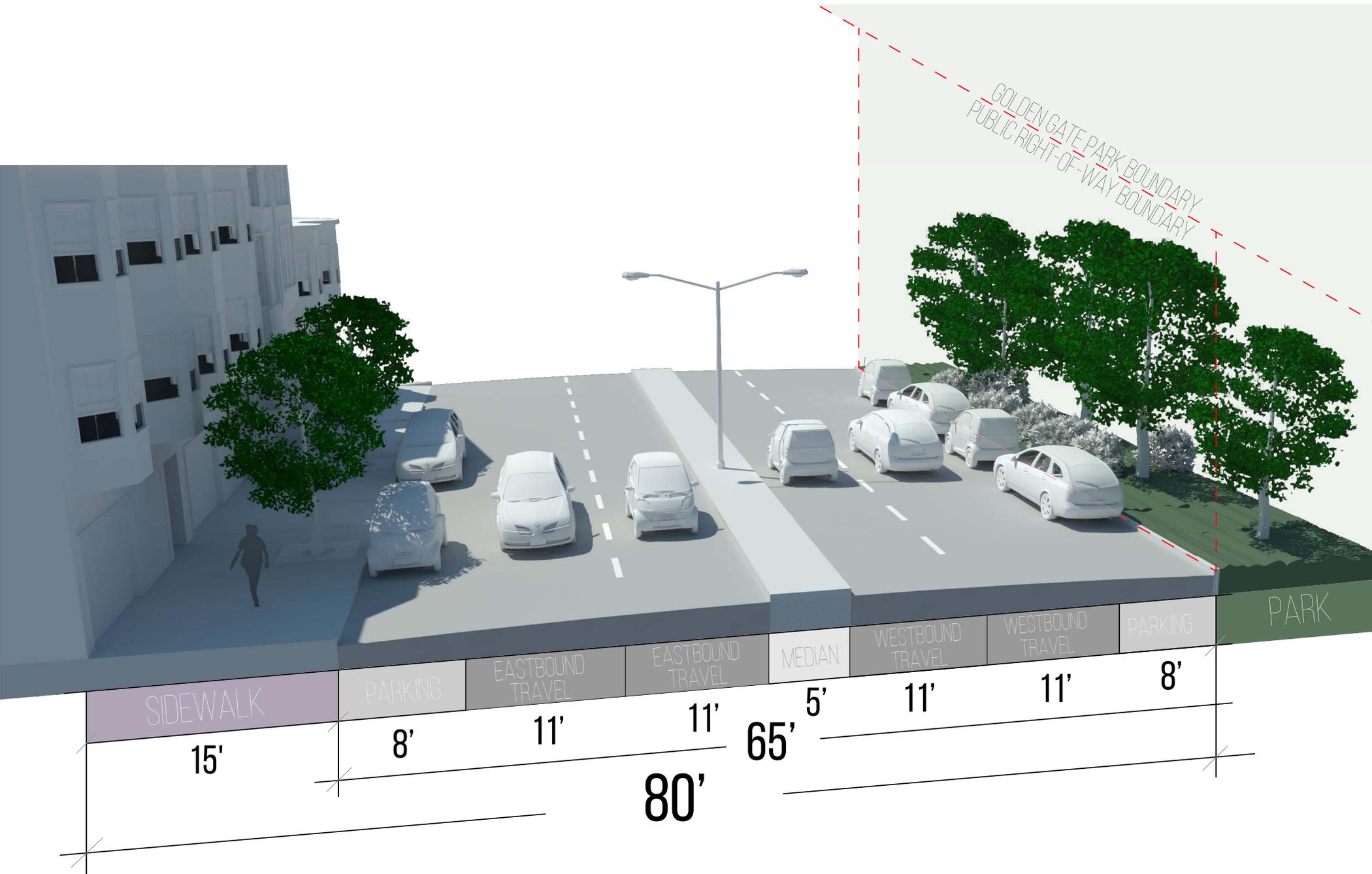
4 Park Destinations

5 Recommendations & Priority Areas

FULTON STREET



LINCOLN WAY



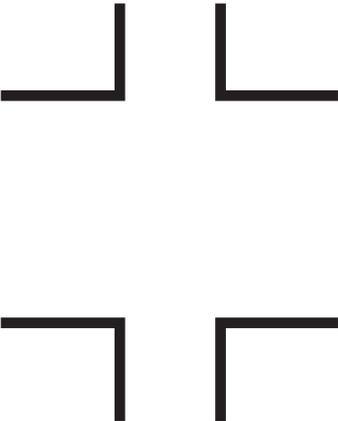
What is the condition of

SAFETY PROVISIONS AND SERVICES

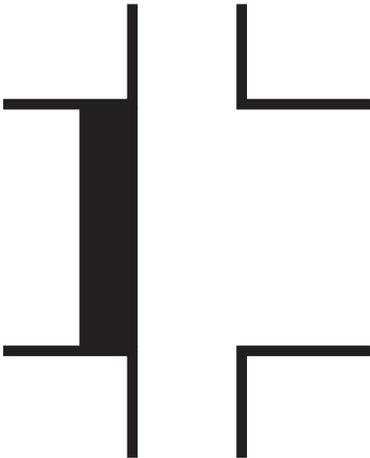
on Fulton St. and Lincoln Way?

CROSSWALKS

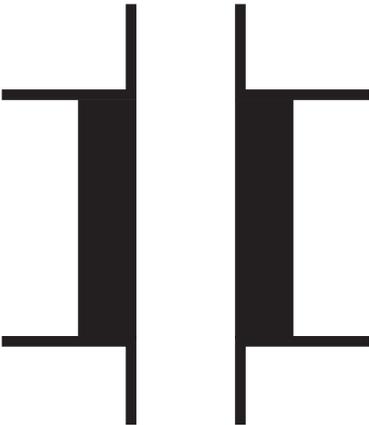
No crosswalk



Single crosswalk



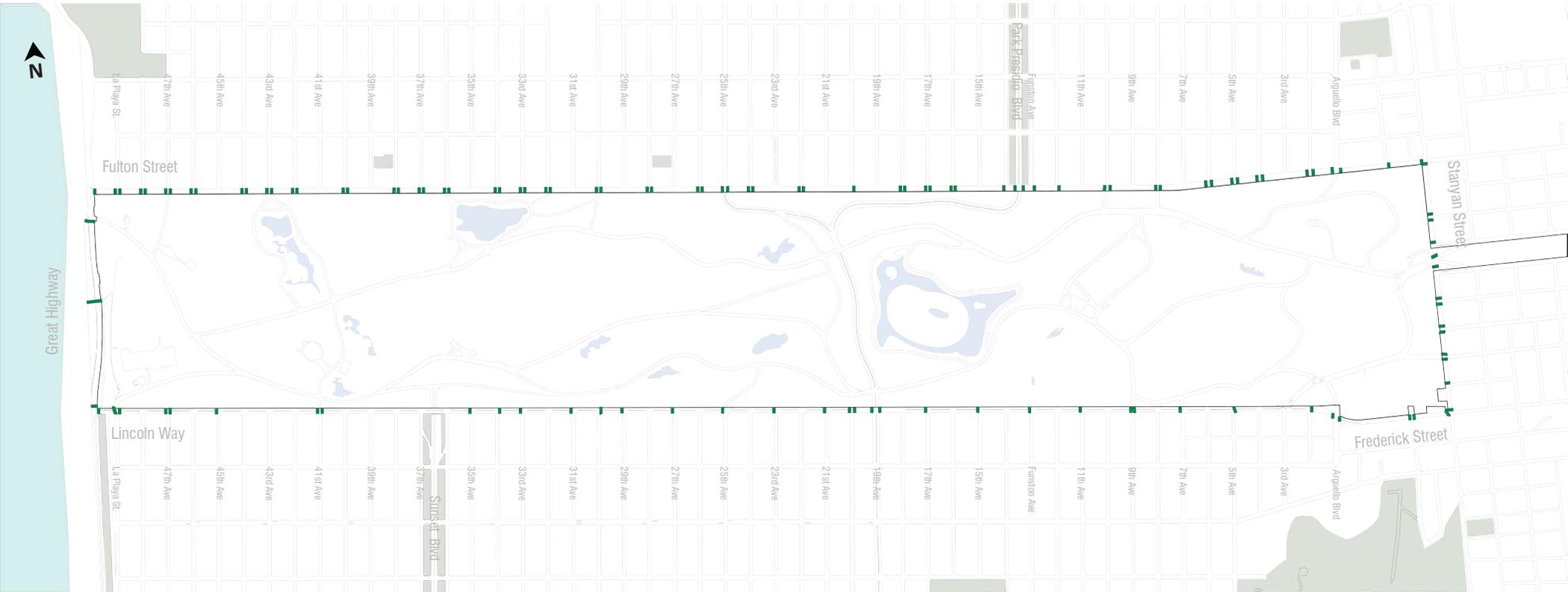
Double crosswalk



CROSSWALKS

I Single crosswalk

II Double crosswalk



Single crosswalk



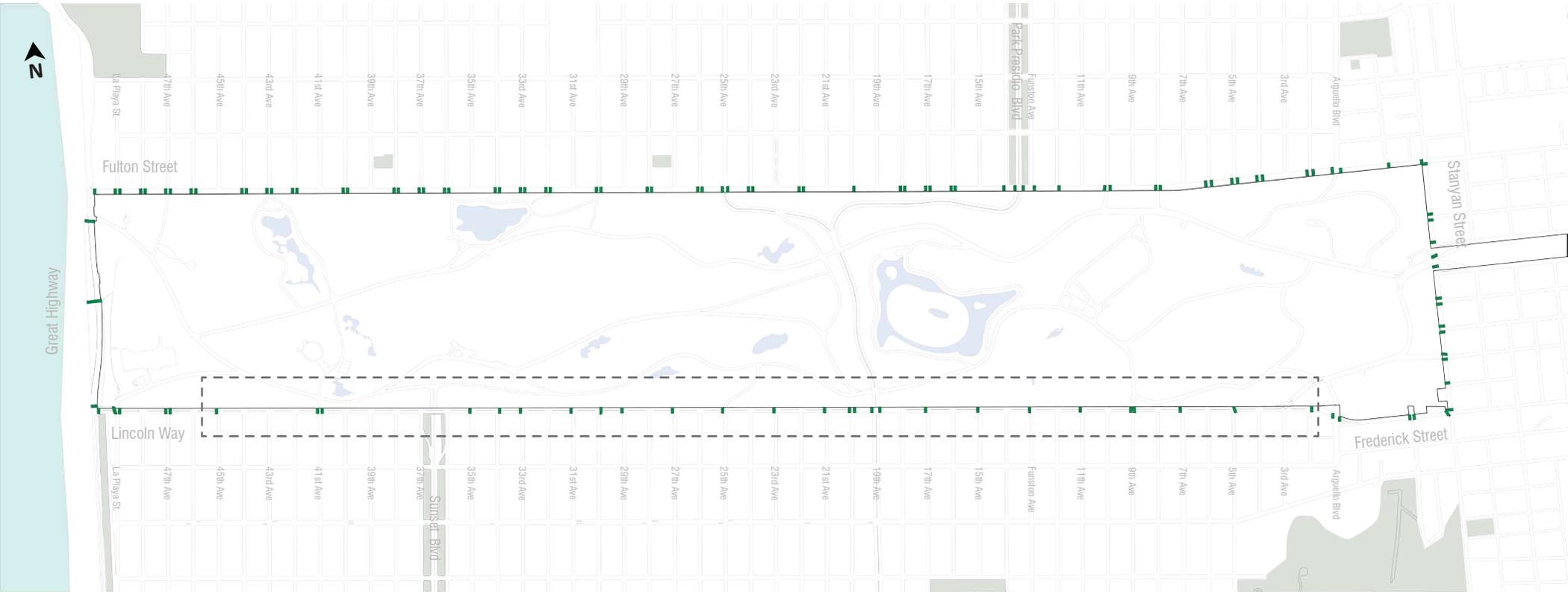
Double crosswalk



CROSSWALKS

| Single crosswalk

|| Double crosswalk



Single crosswalk

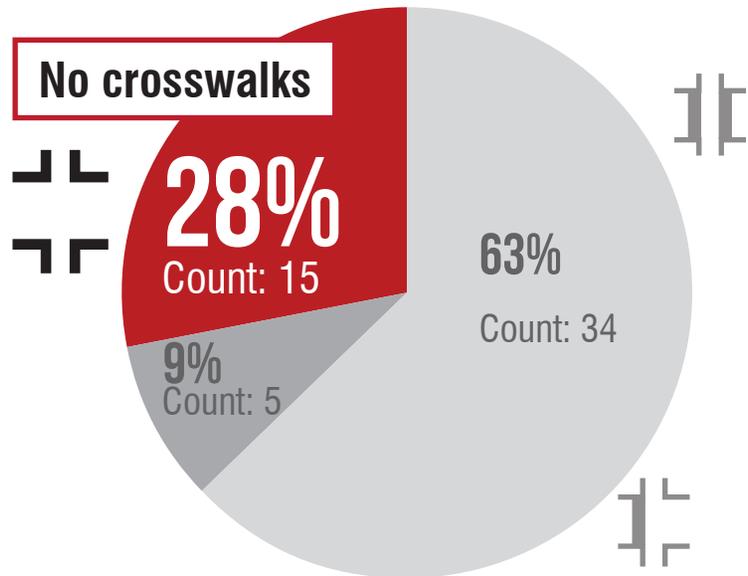


Double crosswalk



FULTON Street

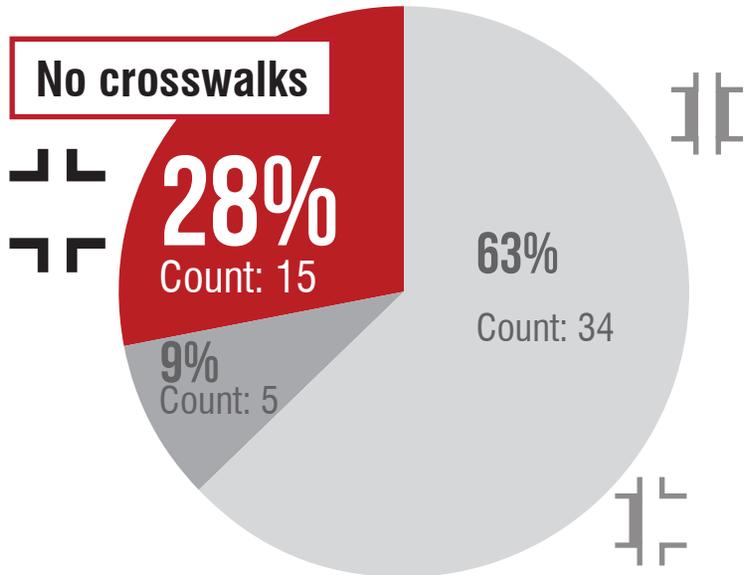
28% of the intersections don't have crosswalks.



of intersections on Fulton St.: 54

FULTON Street

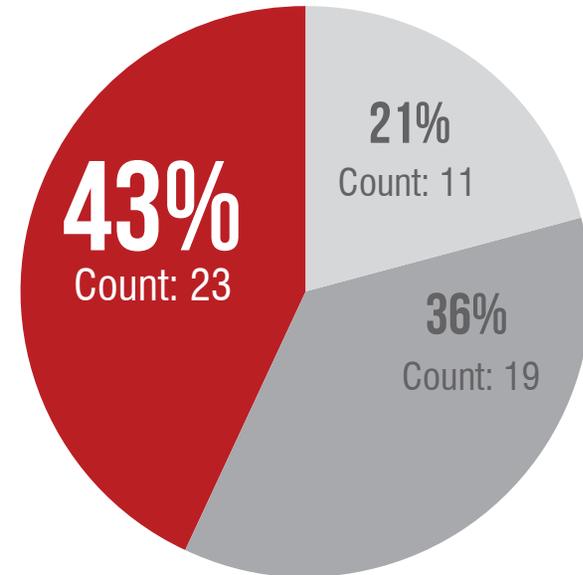
28% of the intersections don't have crosswalks.



of intersections on Fulton St.: 54

LINCOLN Way

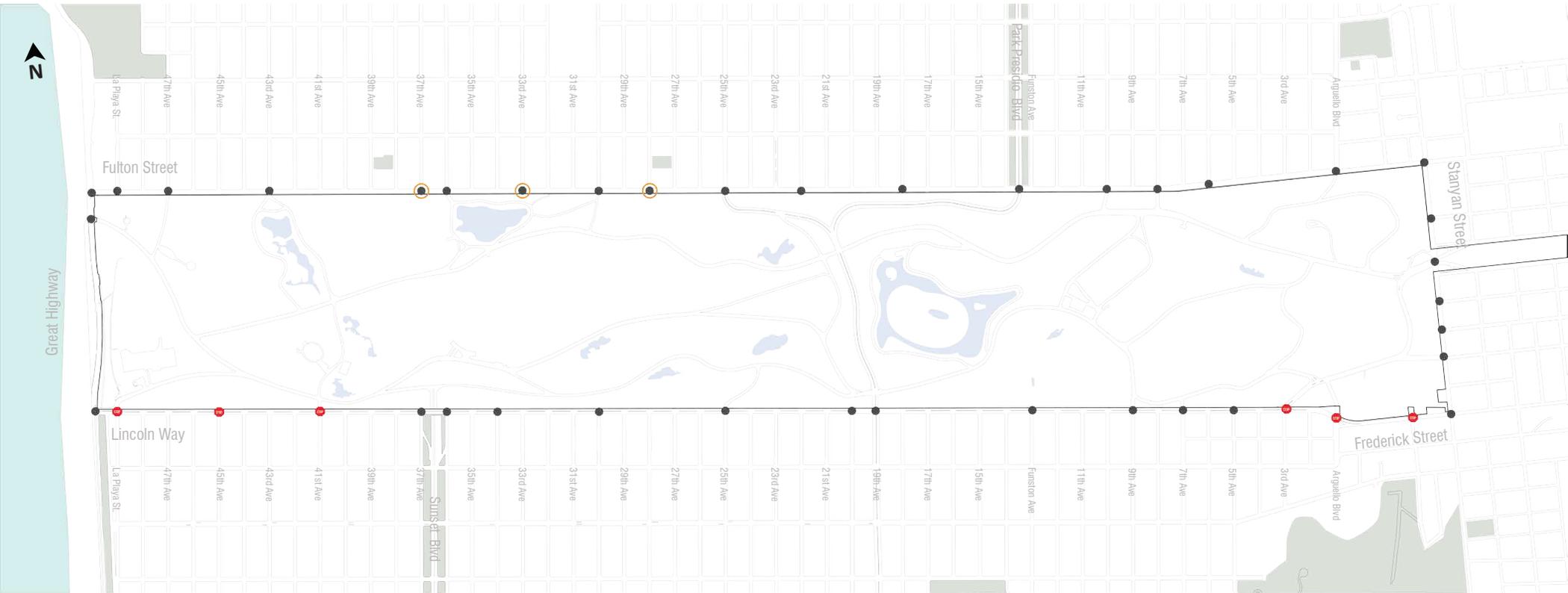
43% of the intersections don't have crosswalks.



of intersections on Lincoln Way: 53

CONTROLLED VS. UNCONTROLLED INTERSECTIONS

- Traffic signal
- New traffic signal
- ◆ Stop sign



Controlled

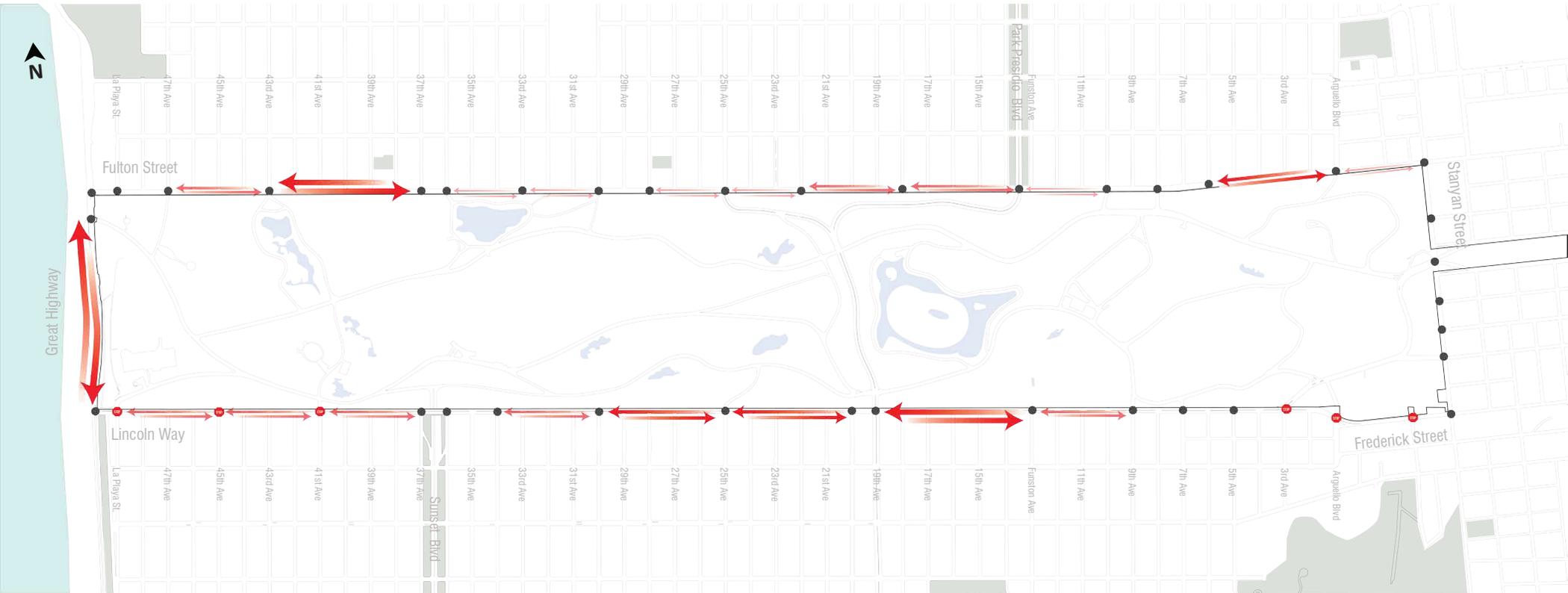


Uncontrolled



CONTROLLED VS. UNCONTROLLED INTERSECTIONS

- Traffic signal
- New traffic signal
- ◆ Stop sign
- Risk of vehicle acceleration



Controlled

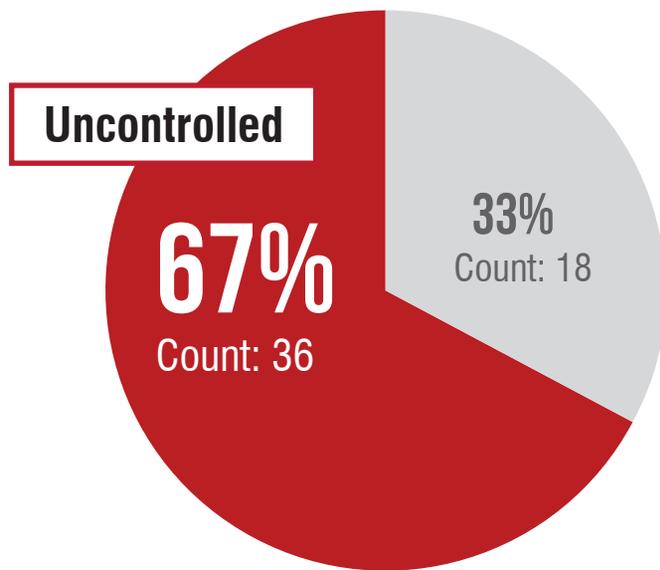


Uncontrolled



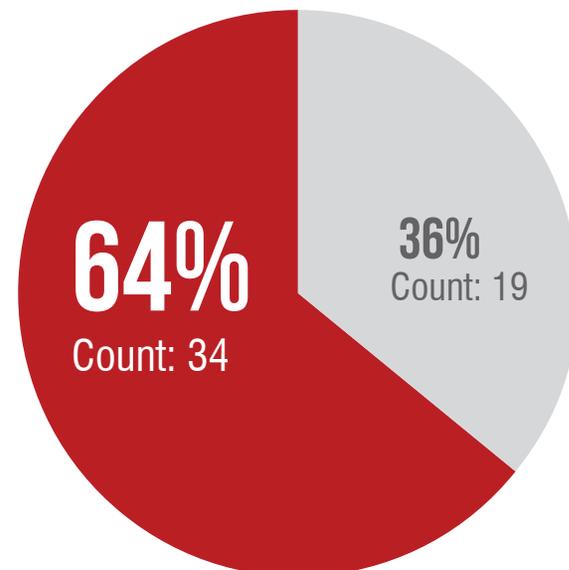
About two-third of intersections on Lincoln Way and Fulton Street are uncontrolled (no traffic signals or stop signs).

FULTON Street



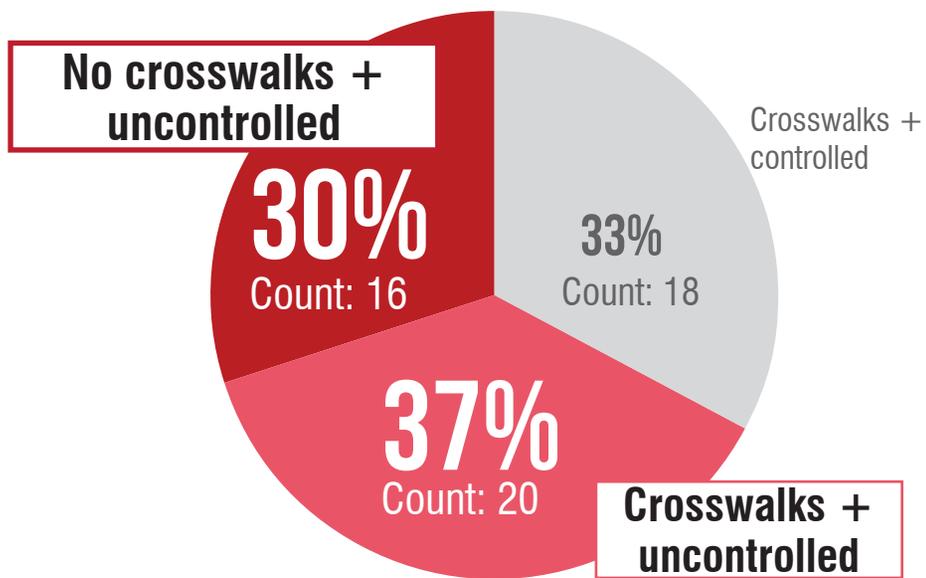
of intersections on Fulton St.: 54

LINCOLN Way



of intersections on Lincoln Way: 53

FULTON Street

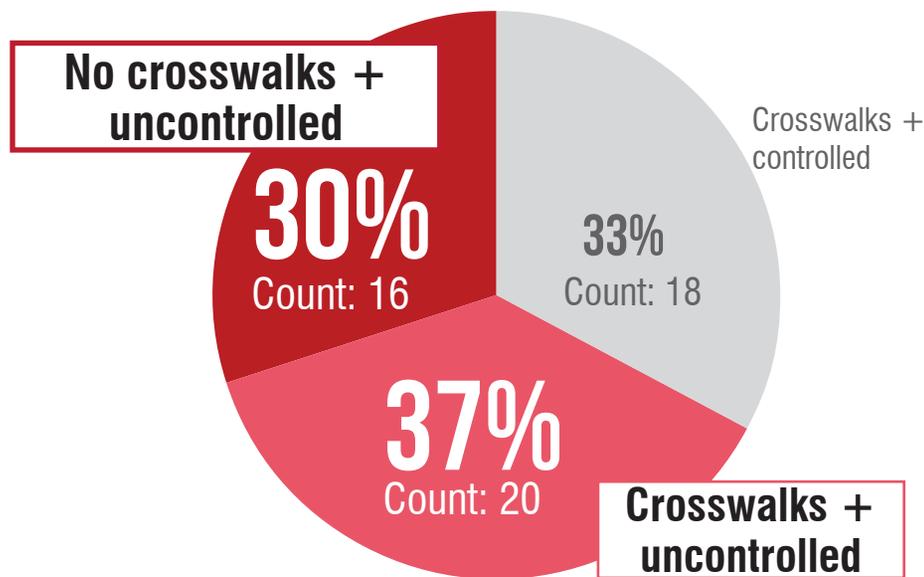


of intersections on Fulton St.: 54

Only about one third of the intersections on both Fulton St. and Lincoln Way have crosswalks* and are controlled.

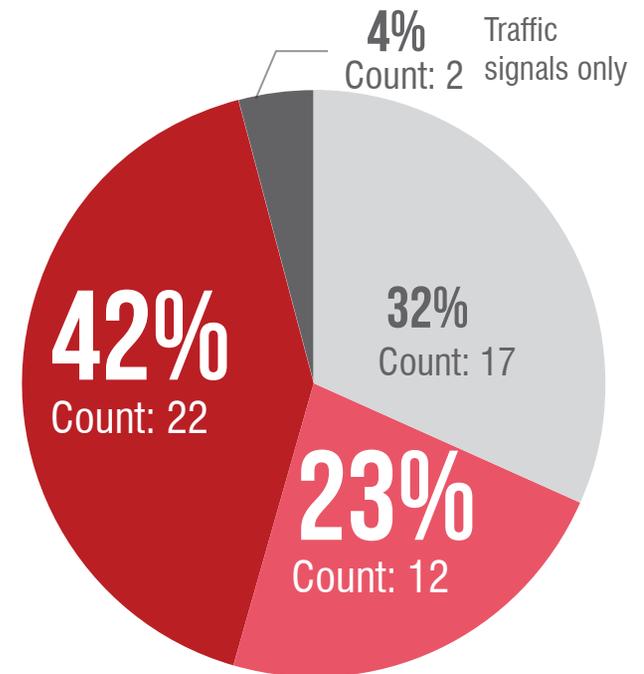
*single or double in the NS direction

FULTON Street



of intersections on Fulton St.: 54

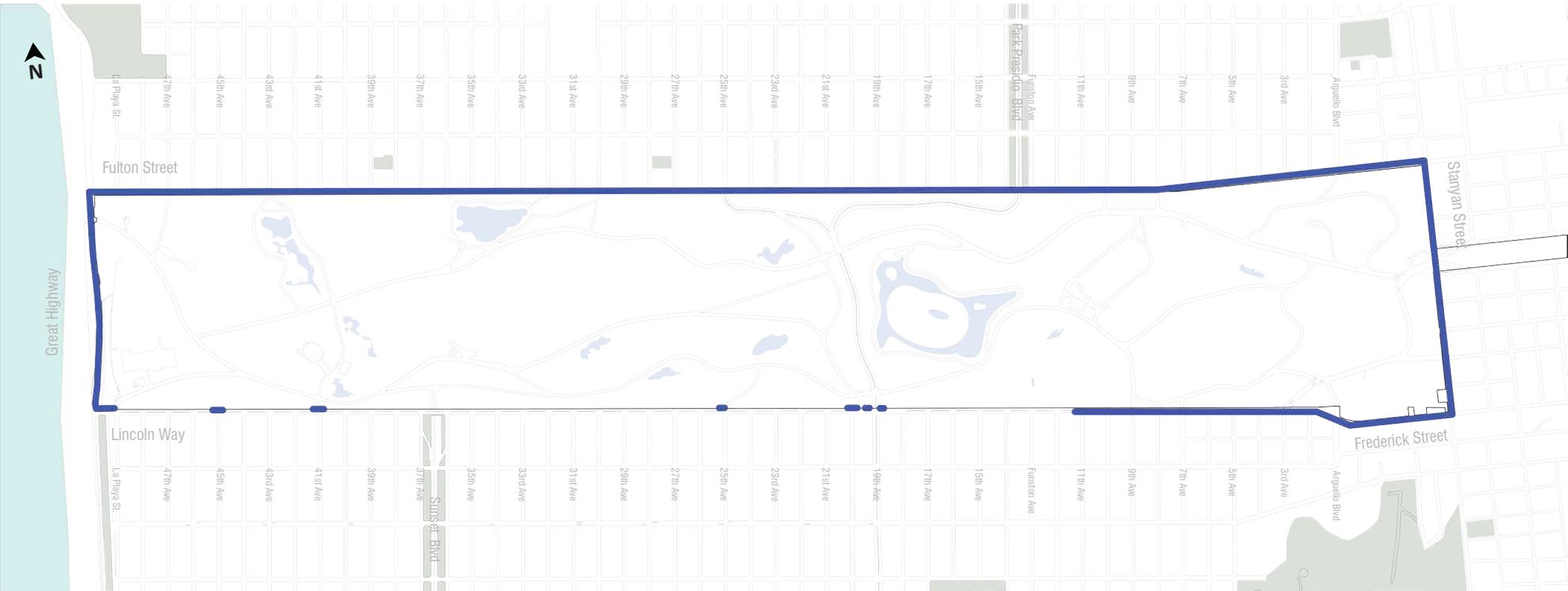
LINCOLN Way



of intersections on Lincoln Way: 53

CROSSING THE STREET AND FINDING A PLACE TO LAND

 Sidewalk





Frederick Street





Lincoln Way

INTERSECTION ON LINCOLN WAY WITH NO CROSSWALK, TRAFFIC SIGNAL, STOP SIGN, OR SIDEWALK



Lincoln Way

CONCLUSION #1:

Many intersections lack the basic safety provisions necessary for pedestrian safety, particularly on the south edge of Golden Gate Park (Lincoln Way)

What is the condition of safety provisions & services at

FORMAL PARK ENTRANCES & BUS STOPS

on Fulton St. and Lincoln Way?

FORMAL PARK ENTRANCES



Monumental

(gateway + both cars and pedestrians)



Major

(usually both for cars and pedestrians)



Secondary

(pedestrians only)



FORMAL PARK ENTRANCES + BUS STOPS



The majority of formal park entrances have an adjacent bus stop, either directly at the entrance or no further than one block away.

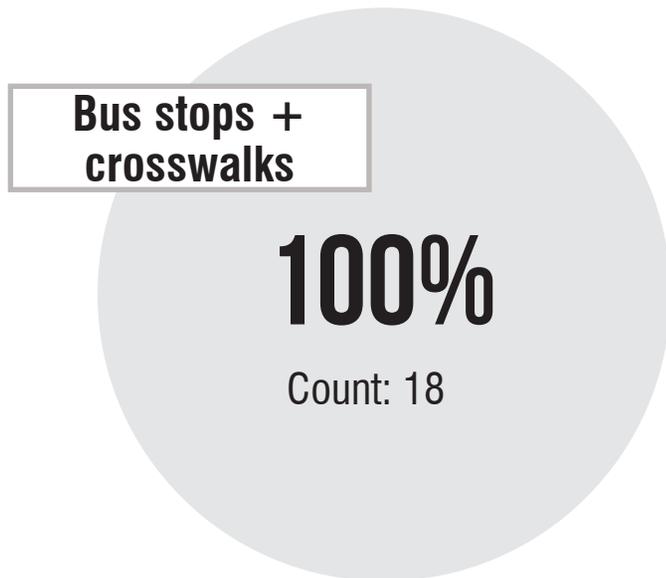
Therefore, by understanding the conditions around bus stops, we were also able to understand the situation at formal park entrances.

FULTON Street

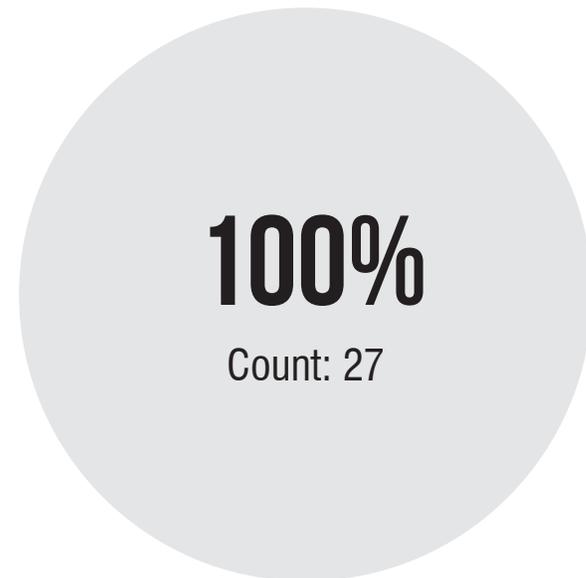
LINCOLN Way

All bus stops on Fulton St. and Lincoln Way have crosswalks*.

*single or double crosswalk in the NS direction



of intersections with bus stops.: 18



of intersections with bus stops.: 27

FULTON Street

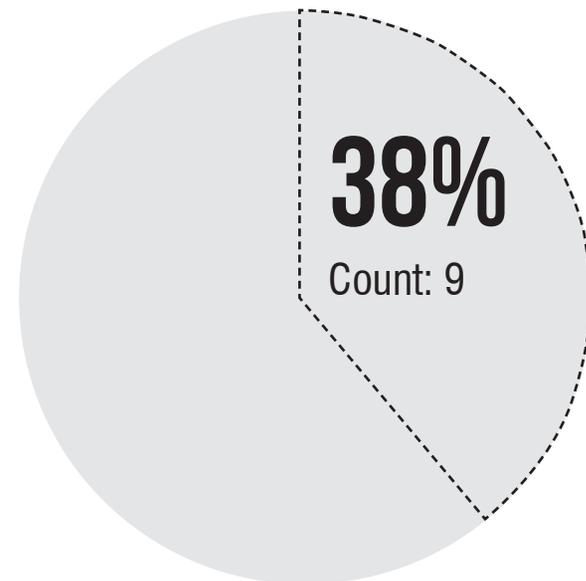
About one third of the intersections with bus stops have no formal park entrances.



of intersections with bus stops.: 18

LINCOLN Way

More than one third of the intersections with bus stops have no formal park entrances.

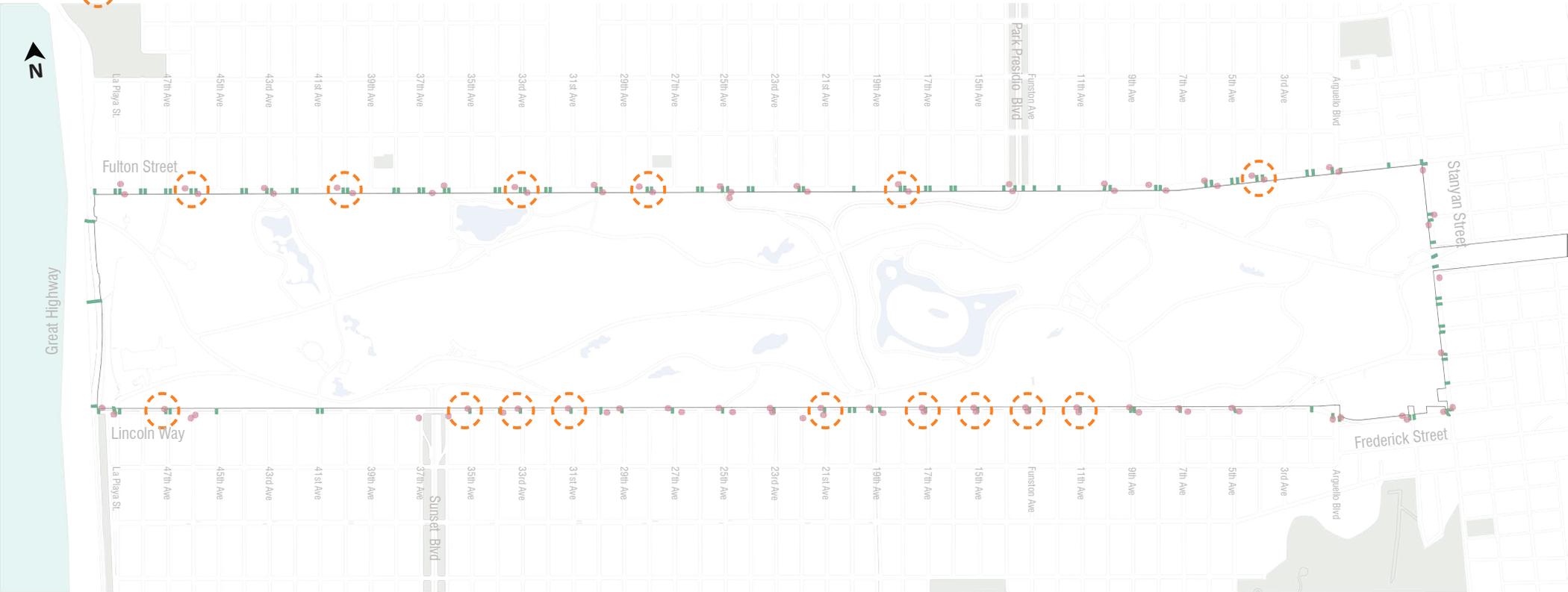


of intersections with bus stops.: 27

In other words, the crosswalks at these intersections mainly serve transit riders.

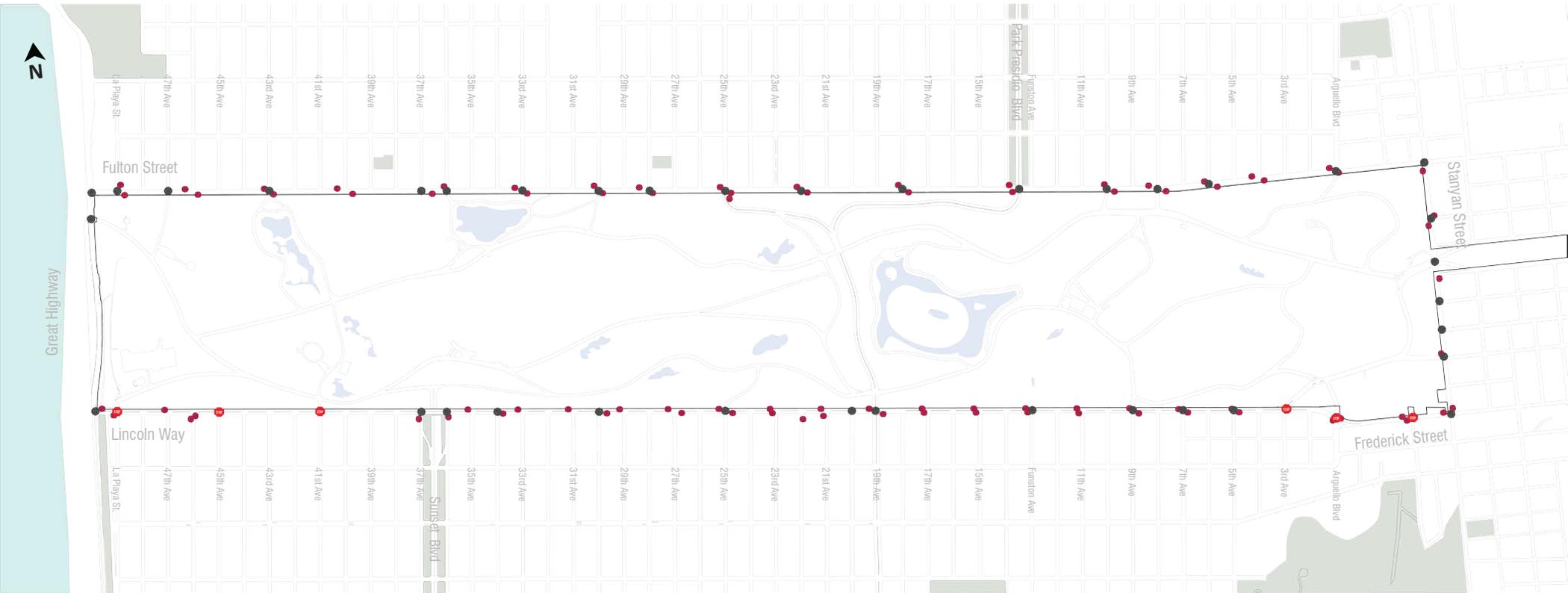
CROSSWALKS TO ACCESS BUS STOPS

-  Intersection with bus stop and crosswalk, but no formal park entrance
-  Single crosswalk
-  Double crosswalk
-  Bus stop



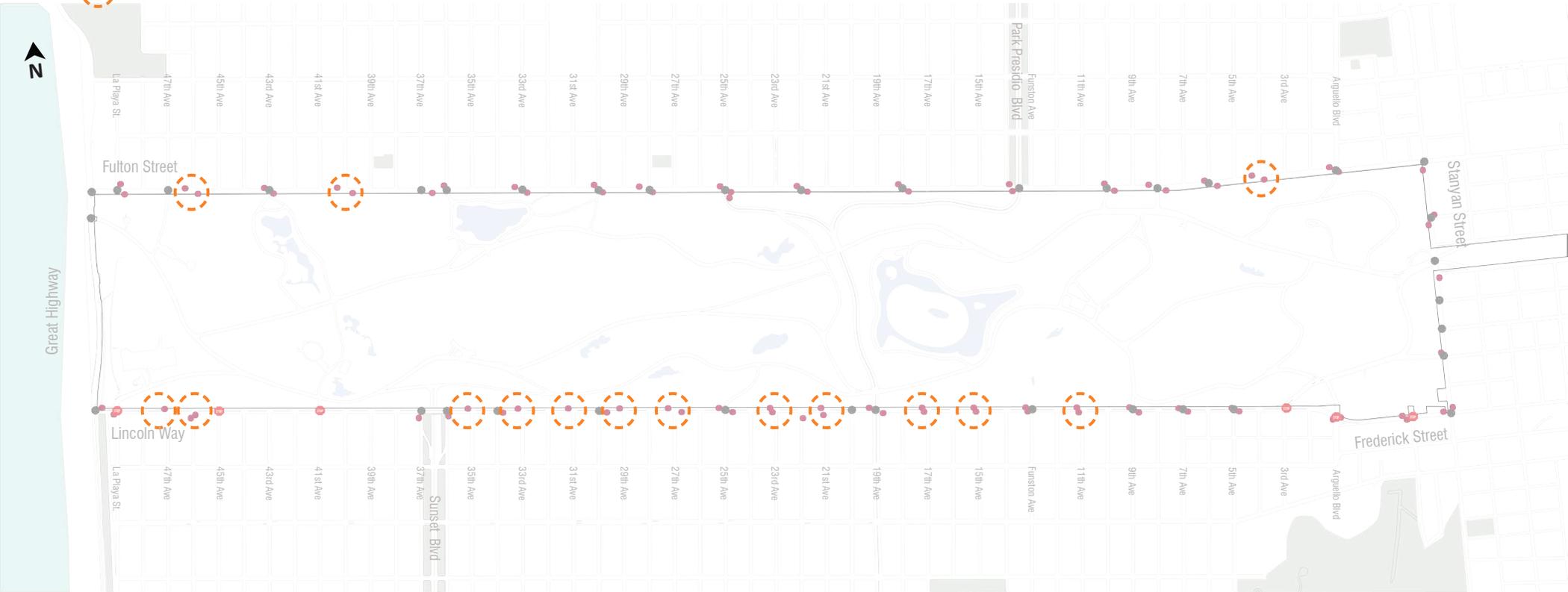
CONTROL AT INTERSECTIONS WITH BUS STOPS

- Traffic signal
- ◆ Stop sign
- Bus stop



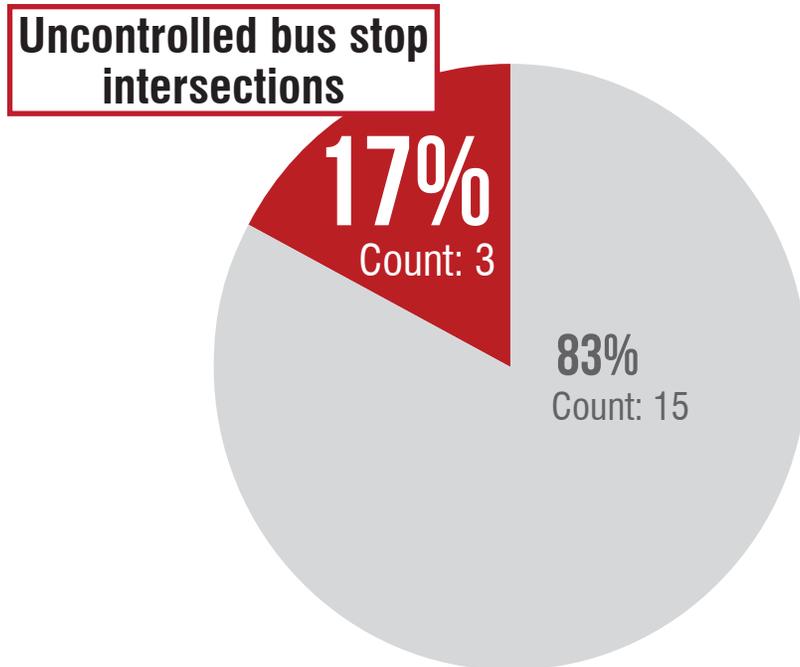
BUS STOPS WITHOUT CONTROL

-  Intersection with bus stops and no control (traffic signal or stop sign)
-  Traffic signal
-  Stop sign
-  Bus stop



FULTON Street

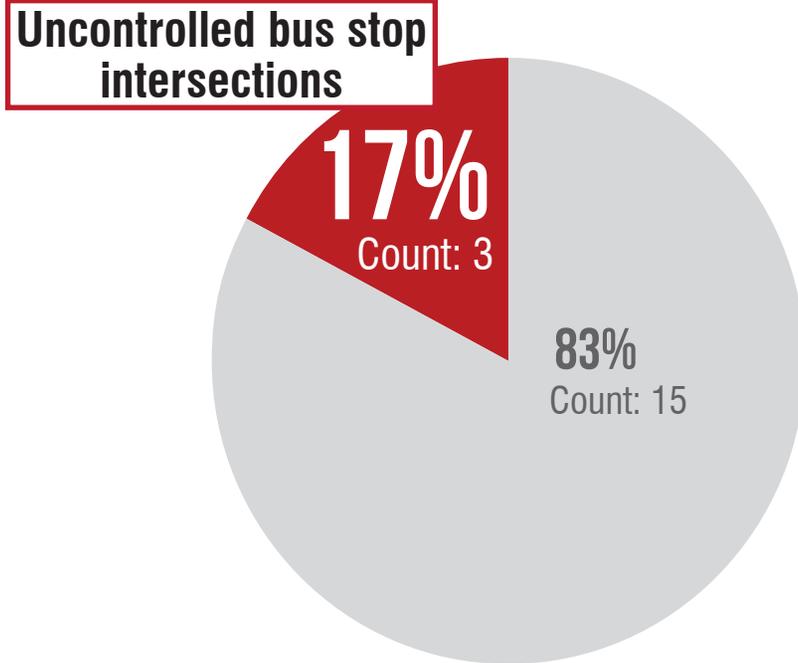
About one fifth of the intersections with bus stops are not controlled.



of intersections with bus stops: 18

FULTON Street

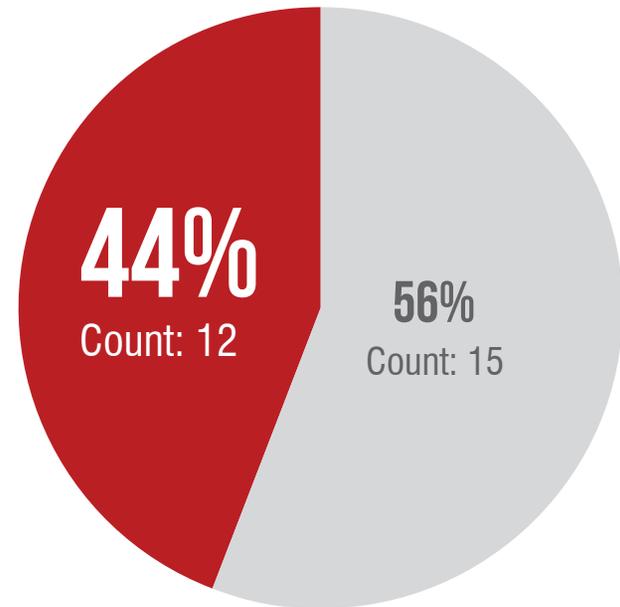
About one fifth of the intersections with bus stops are not controlled.



of intersections with bus stops: 18

LINCOLN Way

About two fifths of the intersections with bus stops are not controlled.



of intersections with bus stops: 27



Fulton Street



33
ASHBURY-16TH ST
DAILY 6:30AM-6:30PM
WHEELCHAIR NOT RECOMMENDED

25

Stanyan Street



Lincoln Way

CONCLUSION #2:

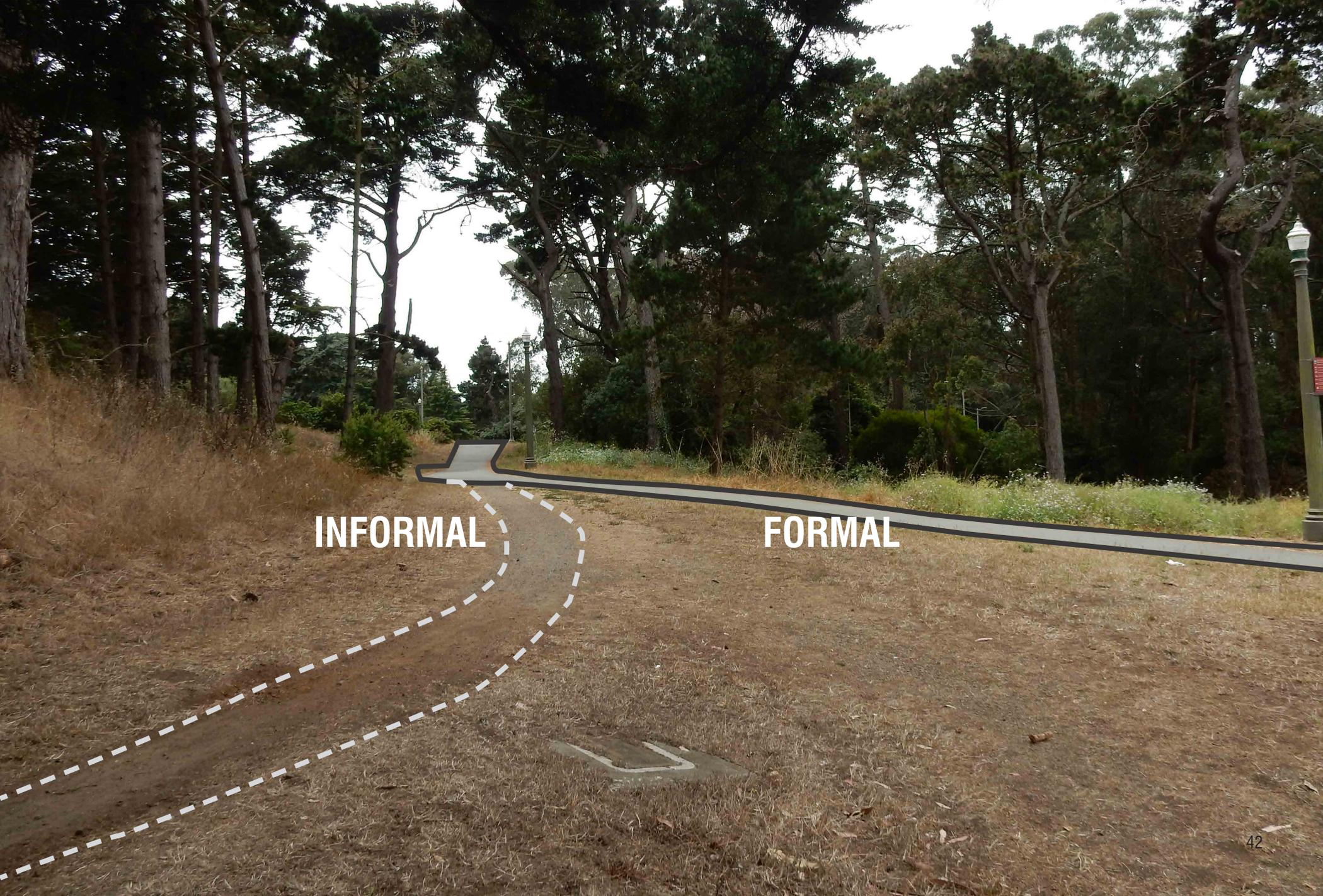
Intersections with formal park entrances and bus stops have the basic safety provisions. Quality of safety measures at bus stops varies, with lower quality conditions on the south edge (Lincoln Way).

What is the condition of safety provisions & services at

INFORMAL PARK ENTRANCES

on Fulton St. and Lincoln Way?

FORMAL VS. INFORMAL PARK ENTRANCES



INFORMAL

FORMAL

ENTERING THE PARK AT LOCATIONS WITHOUT FORMAL ENTRANCES

◆ Informal park entrance

▲ Monumental park entrance

▲ Major park entrance

▲ Secondary park entrance



Number of informal park entrances mapped:

Fulton Street: 42

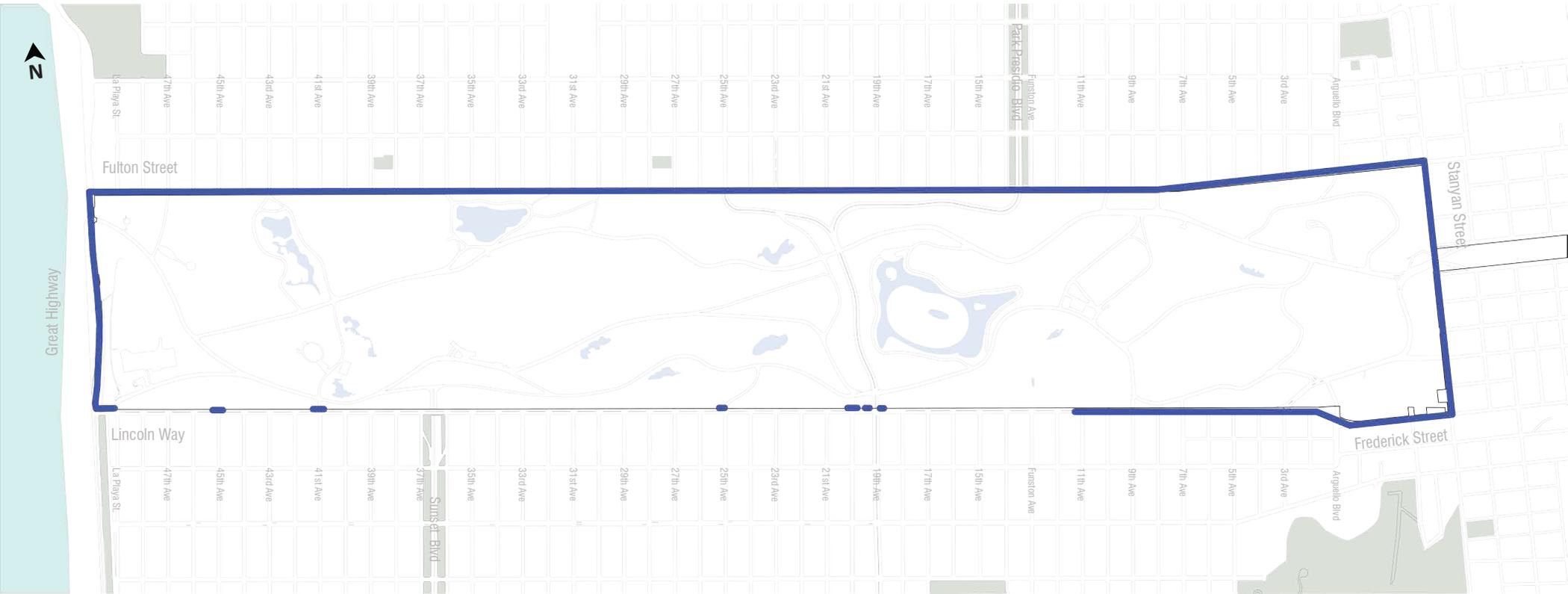
Lincoln Way: 36

▶ Stanyan: 1

◀ Great Highway: 0

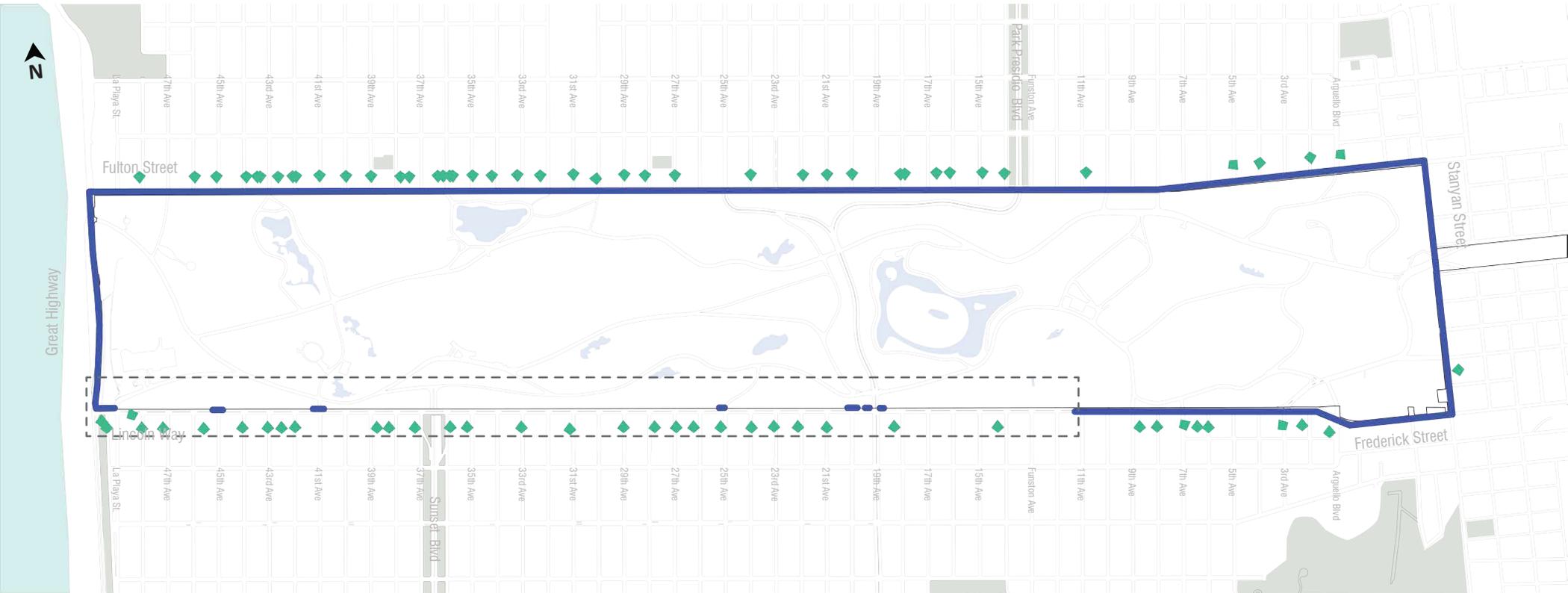
SIDEWALK AROUND GOLDEN GATE PARK

 Sidewalk



ACCESSING THE PARK AT LOCATIONS THAT LACK A SIDEWALK

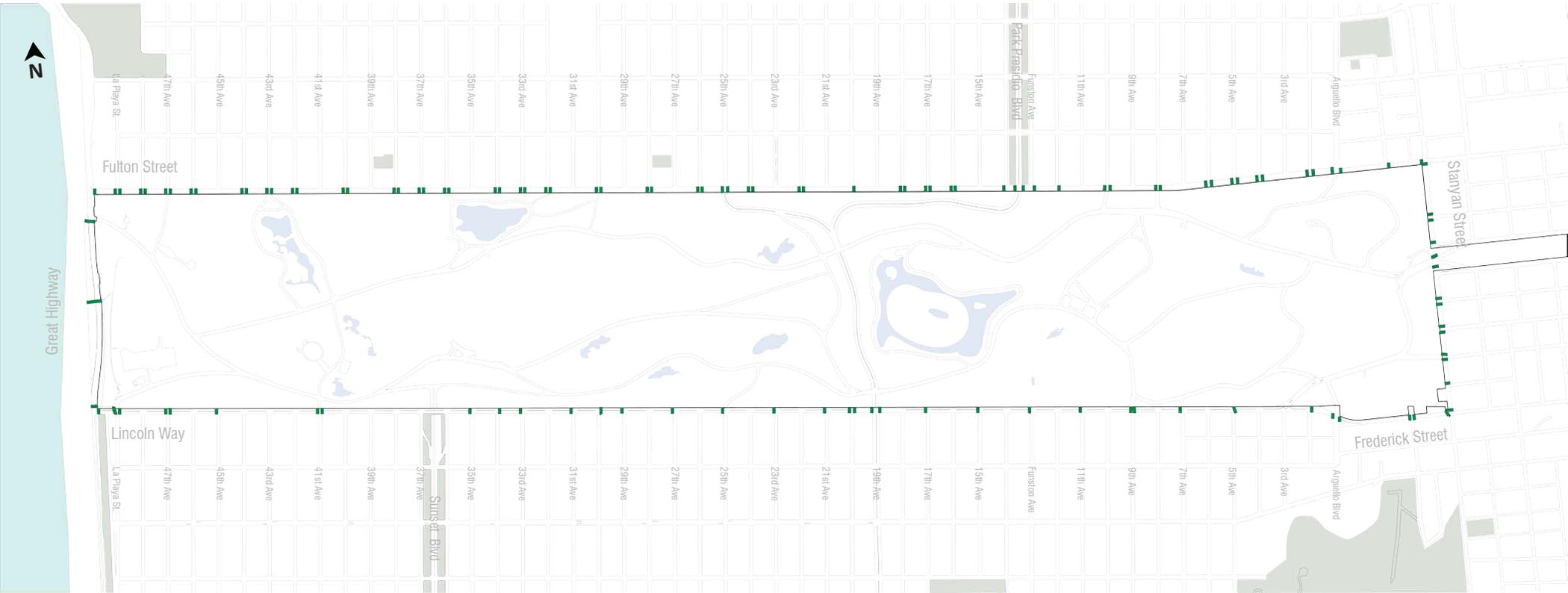
◆ Informal park entrance — Sidewalk



CROSSWALKS

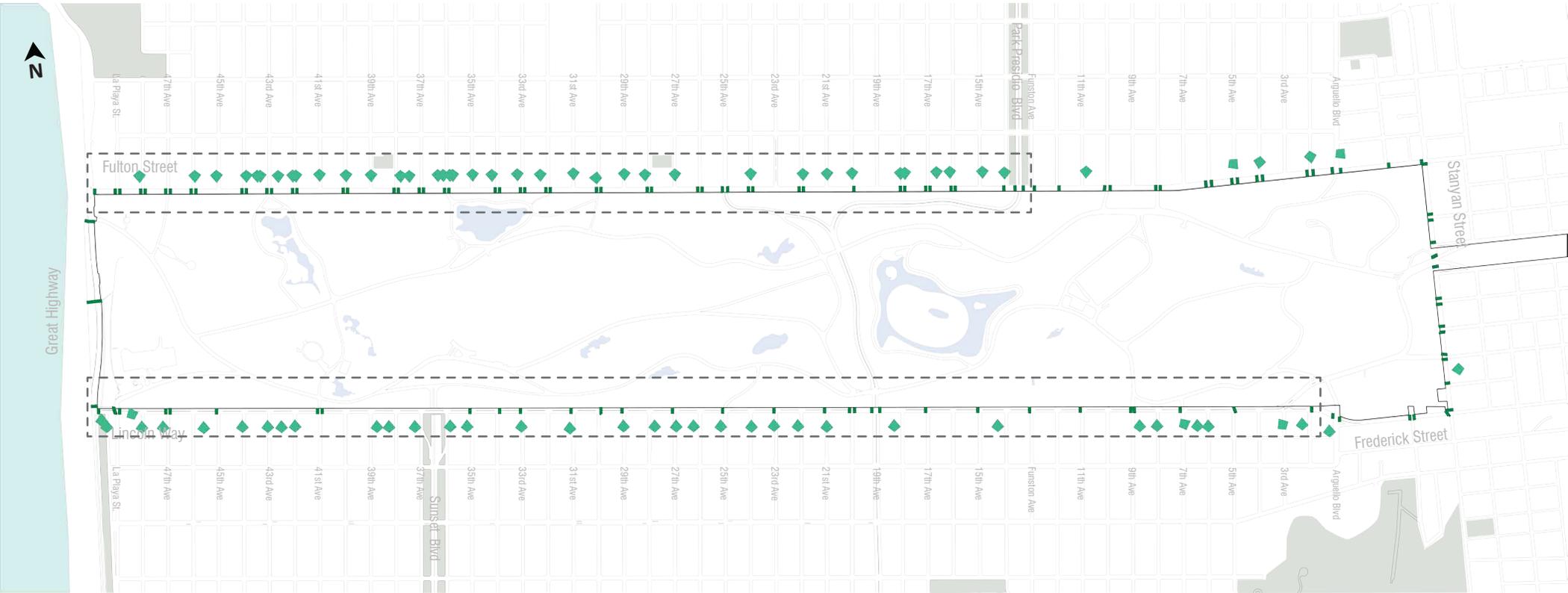
| Single crosswalk

|| Double crosswalk



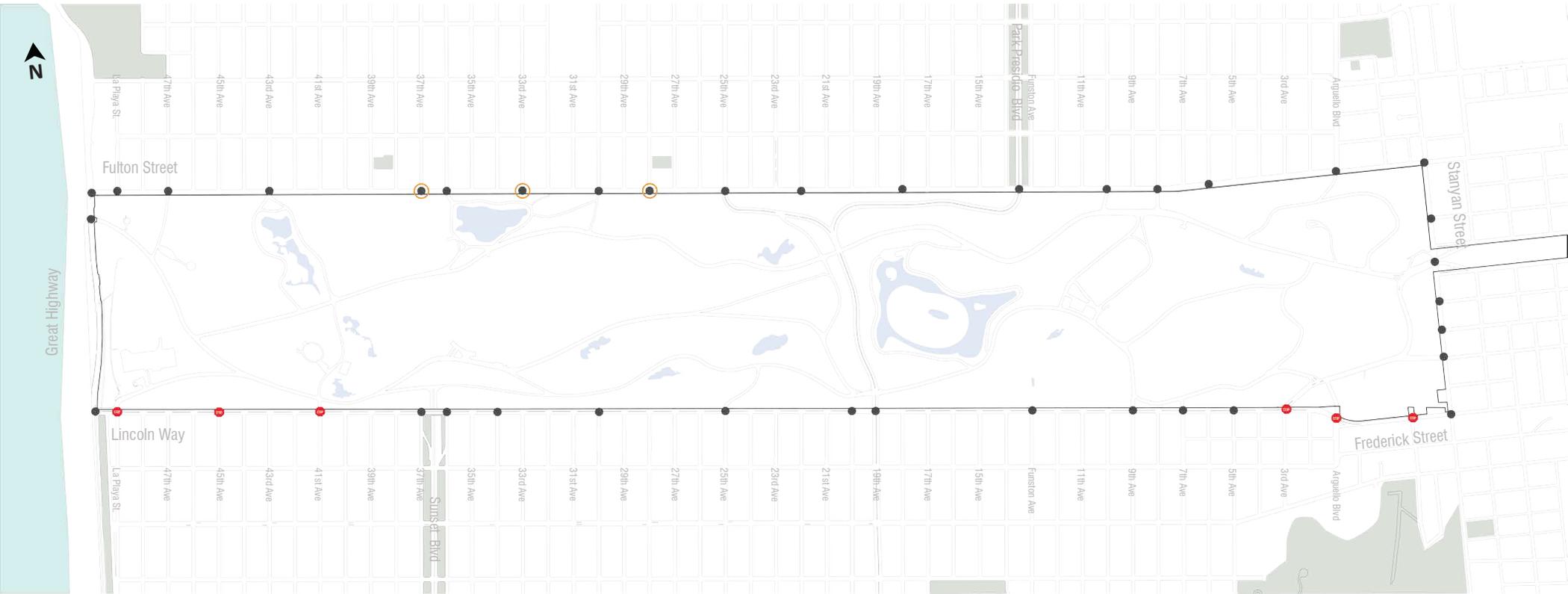
CROSSING THE STREET DESPITE LACK OF CROSSWALKS

- ◆ Informal park entrance
- | Single crosswalk
- || Double crosswalk



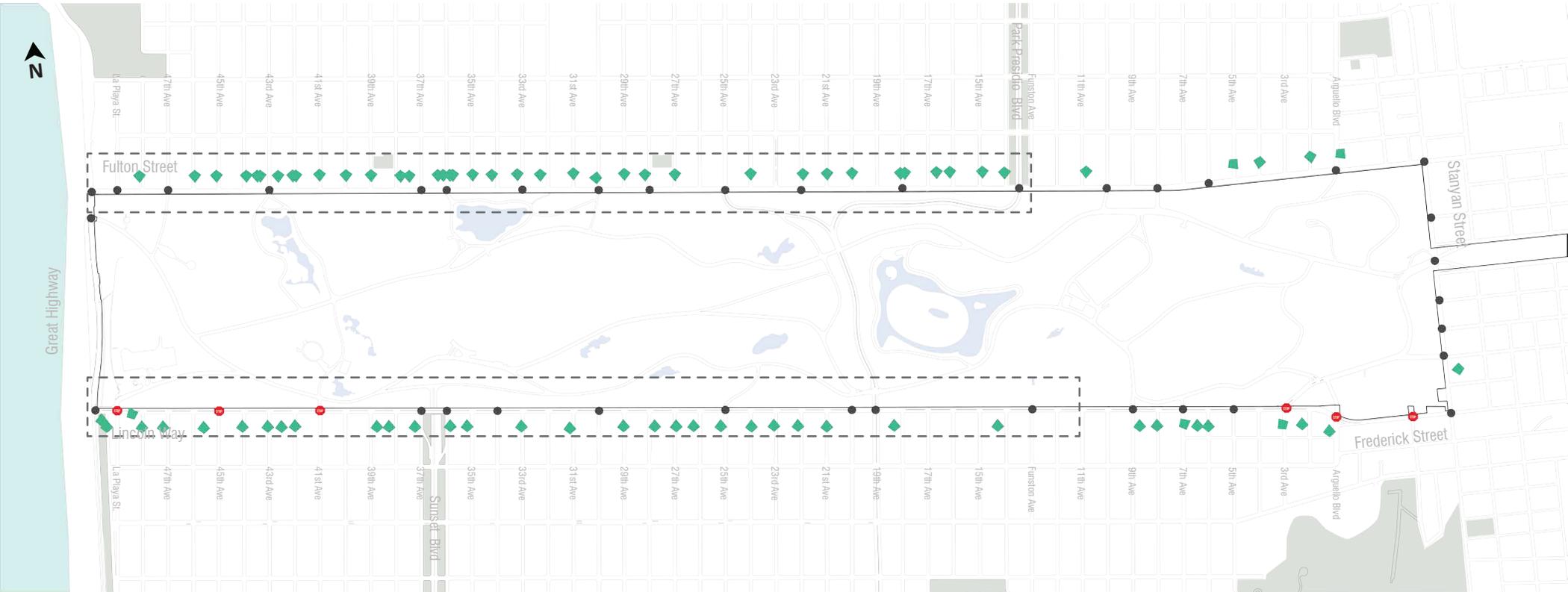
CONTROLLED VS. UNCONTROLLED INTERSECTIONS

- Traffic signal
- New traffic signal
- ◆ Stop sign



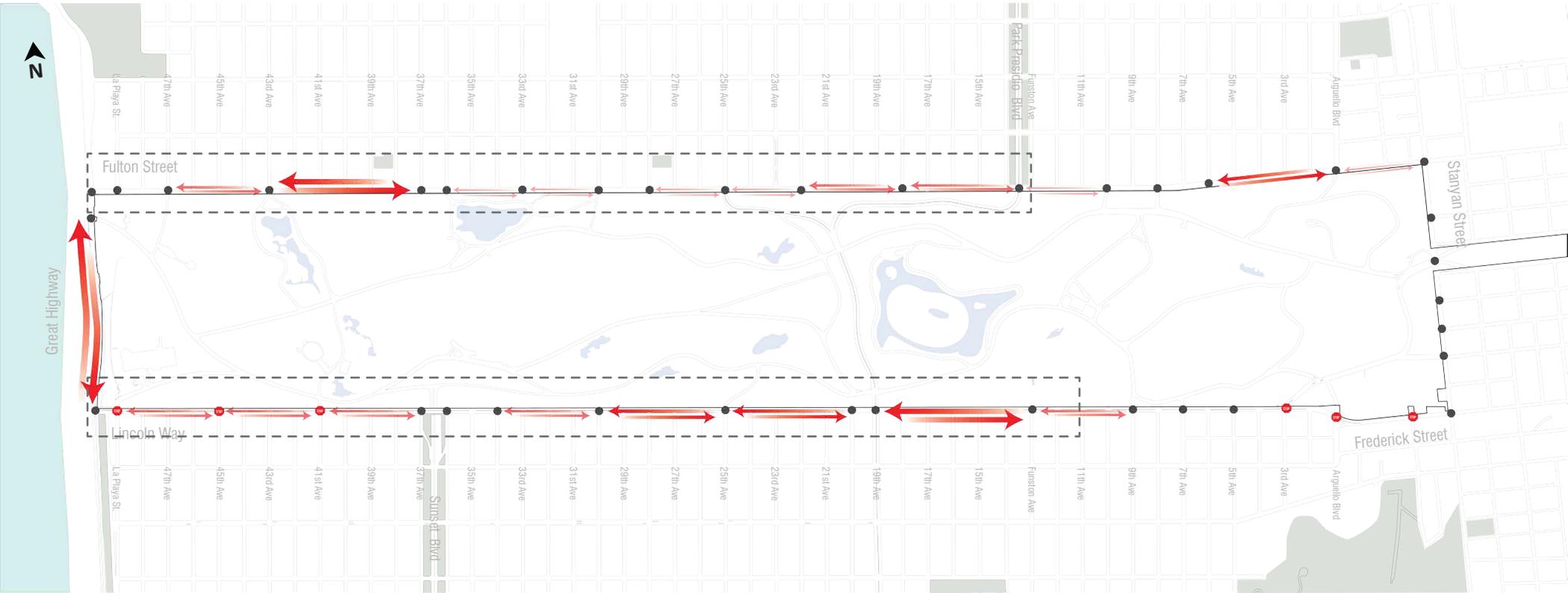
CROSSING THE STREET DESPITE LACK OF CONTROL

- ◆ Informal park entrance
- Traffic signal
- ◆ Stop sign



RISK OF CAR-PEDESTRIAN COLLISIONS BETWEEN BLOCKS WITH NO CONTROL

- Traffic signal
- ◆ Stop sign
- Risk of vehicle acceleration

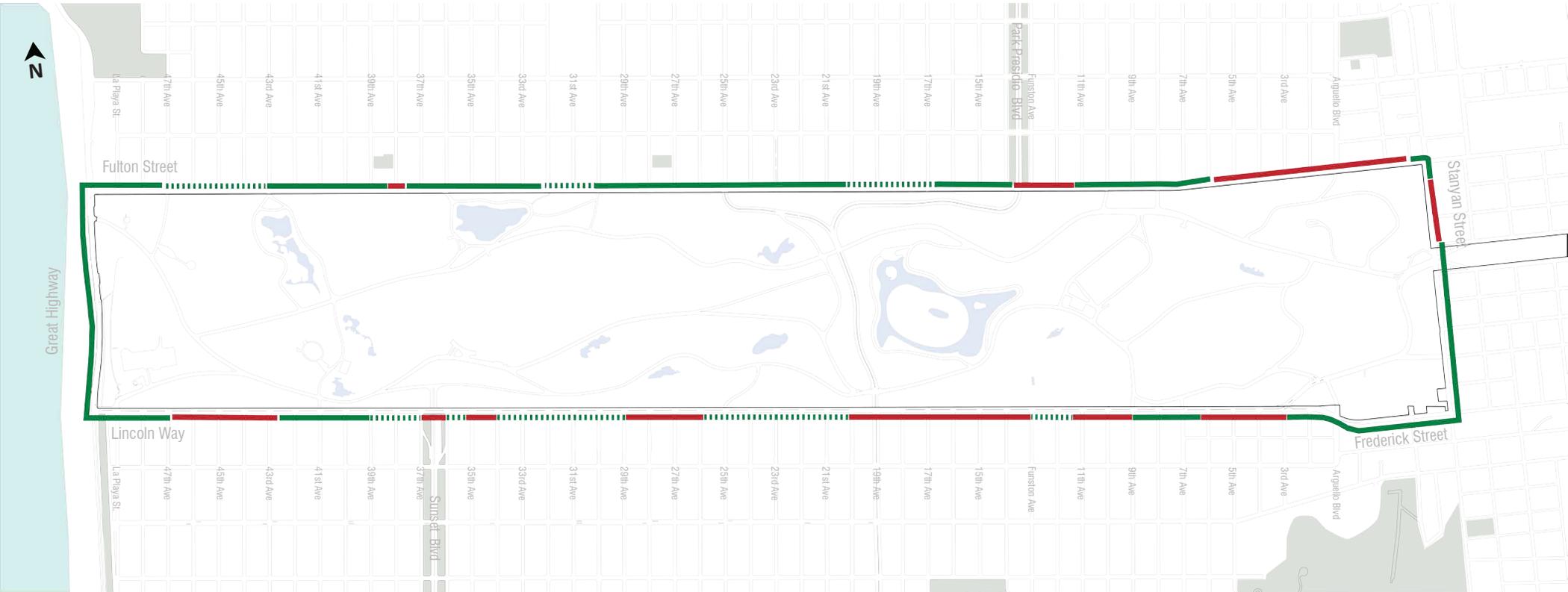


EDGES OF THE PARK ARE GENERALLY FLAT OR LOW-SLOPE

— Flat or minimal slope

▤ Low slope

— High slope



Note: based on a basic analysis of GIS terrain data. Needs to be studied and analyzed further.

MANY LOW-SLOPE EDGES WHERE PEDESTRIANS EASILY ENTER

◆ Informal park entrance

— Flat or minimal slope

||||| Low slope

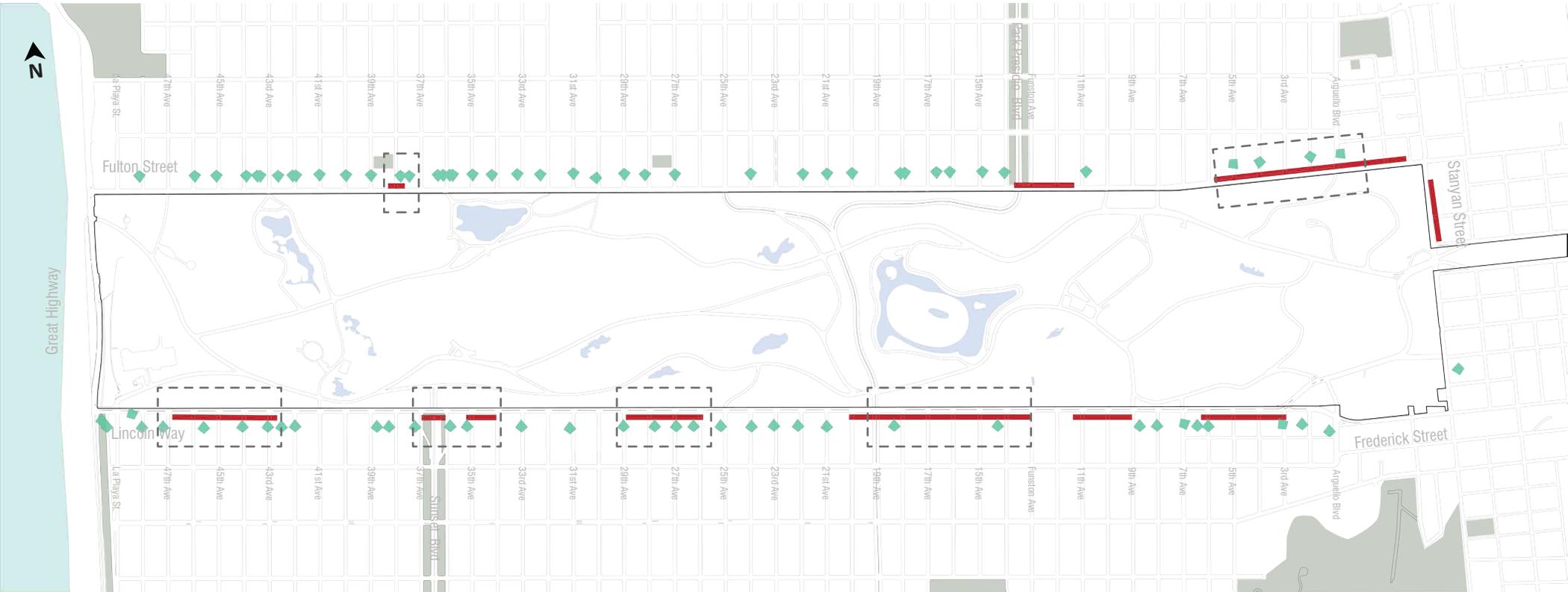


Note: based on a basic analysis of GIS terrain data. Needs to be studied and analyzed further.

PEDESTRIANS STILL ATTEMPT TO ENTER THE PARK WHERE SLOPE IS HIGH

◆ Informal park entrance

— High slope



Note: based on a basic analysis of GIS terrain data. Needs to be studied and analyzed further.



Fulton Street



Lincoln Way



Lincoln Way



Lincoln Way

CONCLUSION #3:

People are crossing the street and entering the park wherever they desire, regardless of the lack of a formal park entrance, safety measures (sidewalks, crosswalks, traffic signals/stop signs) or highly sloped terrain.

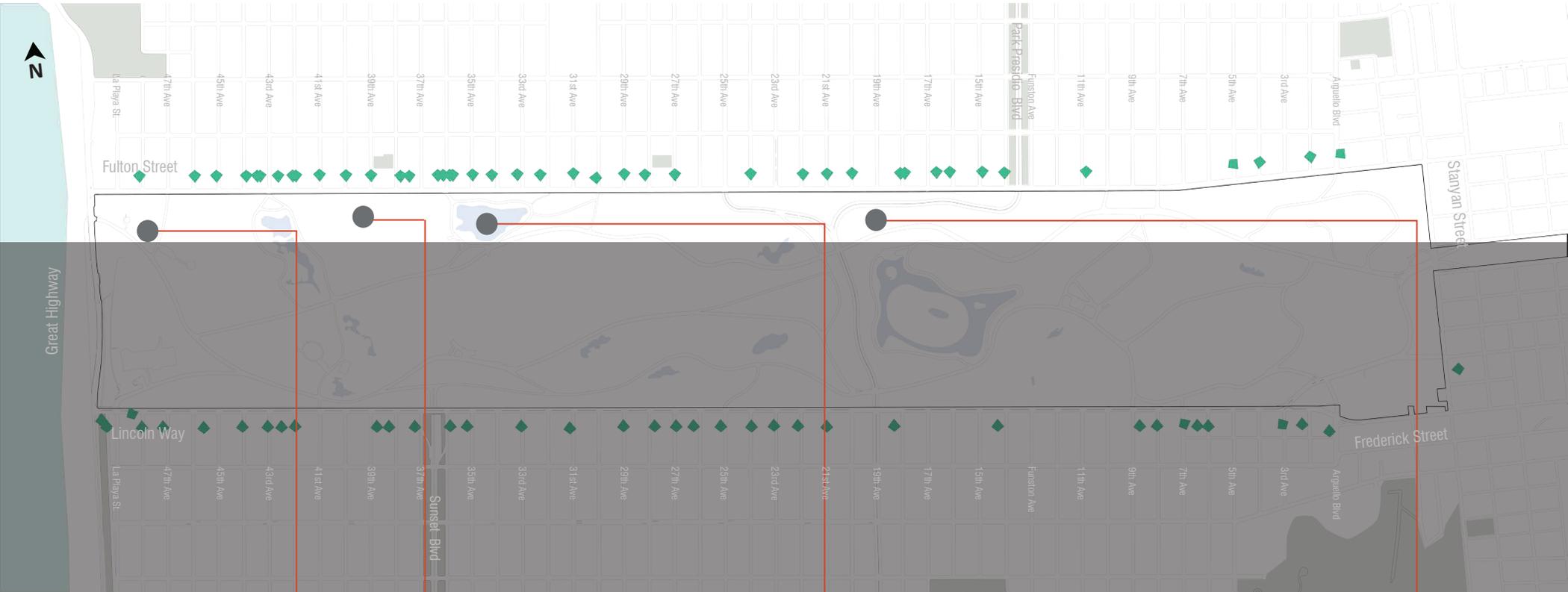
What are the

PARK DESTINATIONS

**attracting people to create informal park entrances
despite pedestrian safety risks?**

ACCESSING PARK PROGRAMMING AND ATTRACTIONS

◆ Informal park entrance



NORTH -Fulton St.

Dutch Windmill



Dog training area



Spreckels Lake



Rainbow Falls

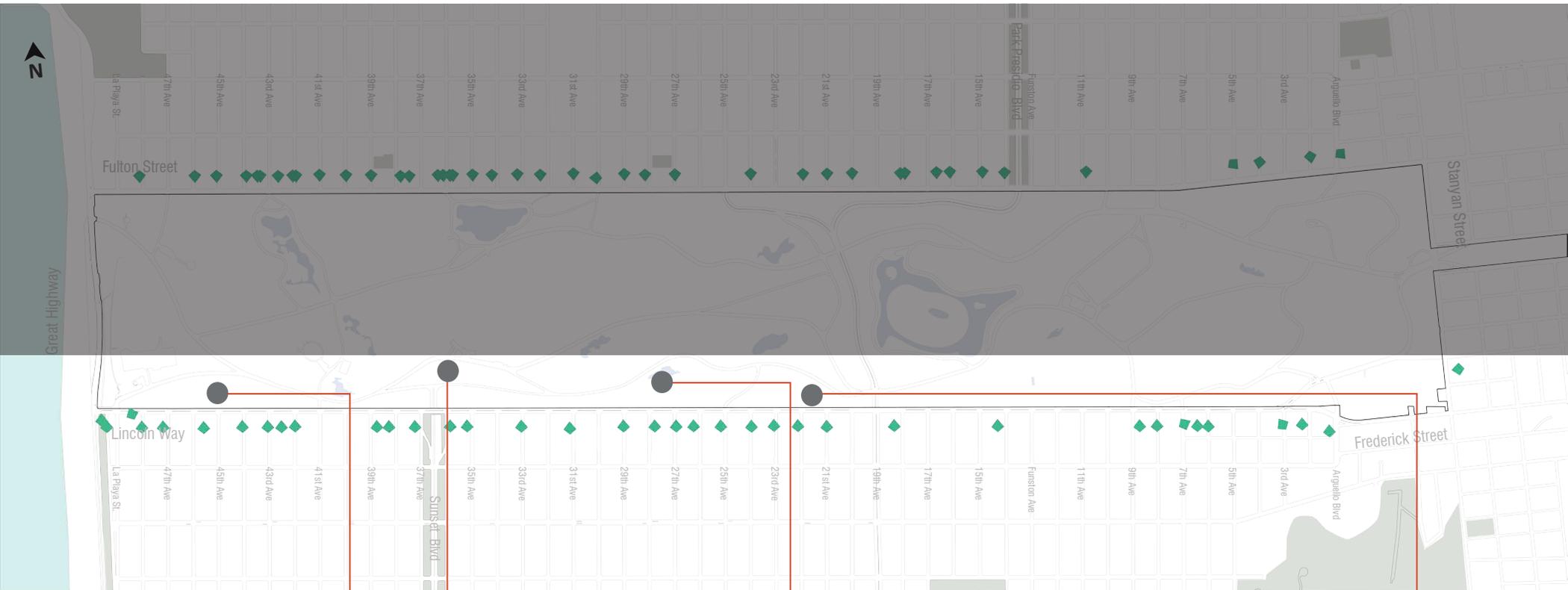


Source: https://www.yelp.com/biz_photos/golden-gate-park-dog-training-area-san-francisco?select=Gz8jNyFC5JTCtF6eTFYafw

Source: https://commons.wikimedia.org/wiki/File:Rainbow_Falls_in_GGP.jpg

ACCESSING PARK PROGRAMMING AND ATTRACTIONS

◆ Informal park entrance



SOUTH -Lincoln Way
45th Ave Playground



Source: <http://sfrecpark.org/destination/golden-gate-park/ggp-45th-avenue-playground-picnic-area-2/>

Dog Play Area



Source: <http://sfrecpark.org/parks-open-spaces/dog-play-areas-program/>

Mallard Lake



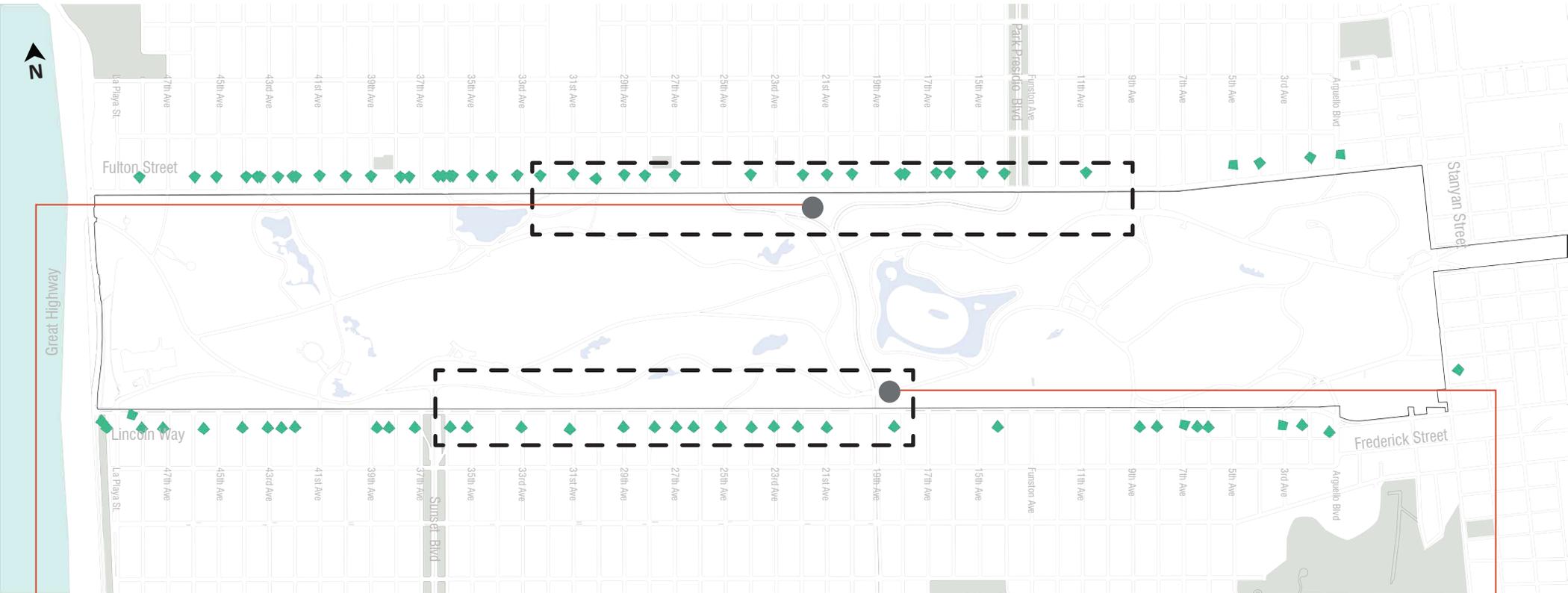
Source: [http://www.foundsf.org/index.php?title=File:Ggpk\\$mallard-lake-2.jpg](http://www.foundsf.org/index.php?title=File:Ggpk$mallard-lake-2.jpg)

Hoover Redwood Grove Picnic Area



Source: <http://sfrecpark.org/destination/golden-gate-park/ggp-hoover-redwood-grove-picnic-area/>

ACCESSING OPEN GREEN SPACES



Fulton Street -near Crossover Drive

Lincoln Way -between 18th and 19th Avenue



PARK TRAILS

Park trail



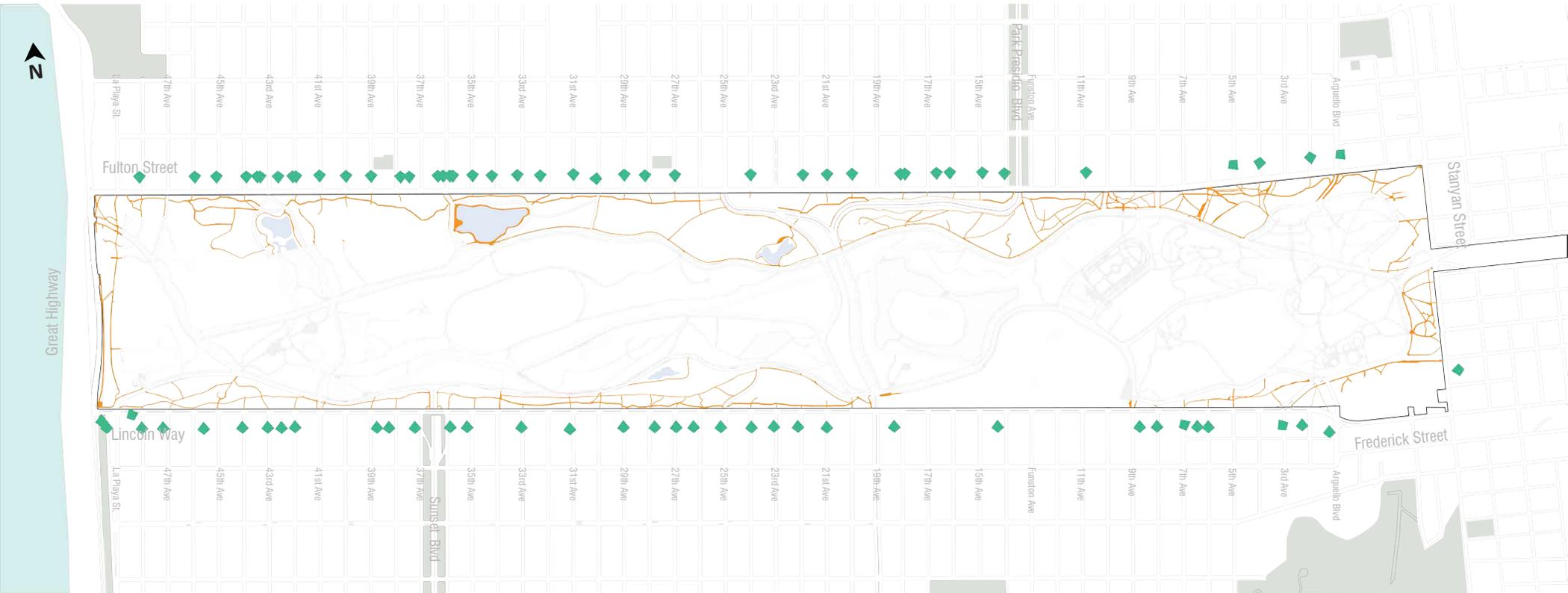
Note: The trails shown above are a combination of data mapped on-site and GIS data, property of the City and County of San Francisco.



ACCESSING PARK TRAILS

◆ Informal park entrance

— Park trail



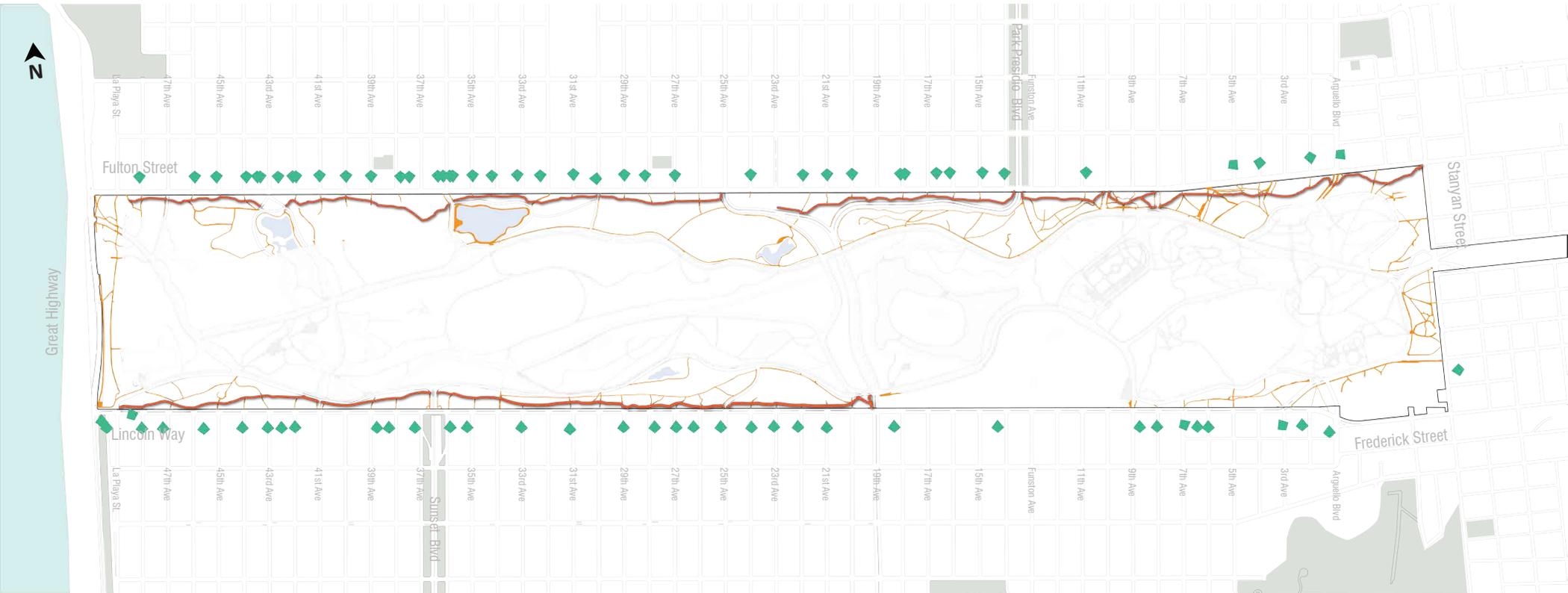
Note: The trails shown above are a combination of data mapped on-site and GIS data, property of the City and County of San Francisco.



ACCESSING PARK TRAILS

◆ Informal park entrance

— Park trail



Note: The trails shown above are a combination of data mapped on-site and GIS data, property of the City and County of San Francisco.





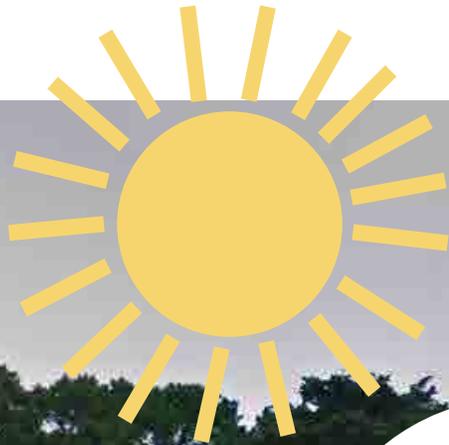
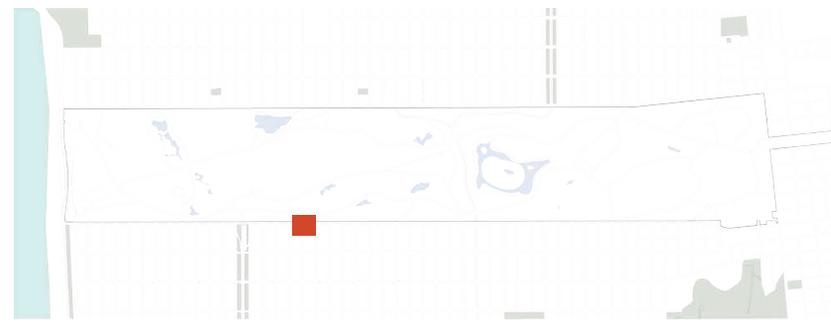
Lincoln Way

CONCLUSION #4:

People are creating informal park entrances in order to access park trails, unprogrammed green spaces, and park attractions, despite pedestrian safety risks.



**THE ADVENTURES OF MAGGIE AND NORA:
A TRIP TO GOLDEN GATE PARK**



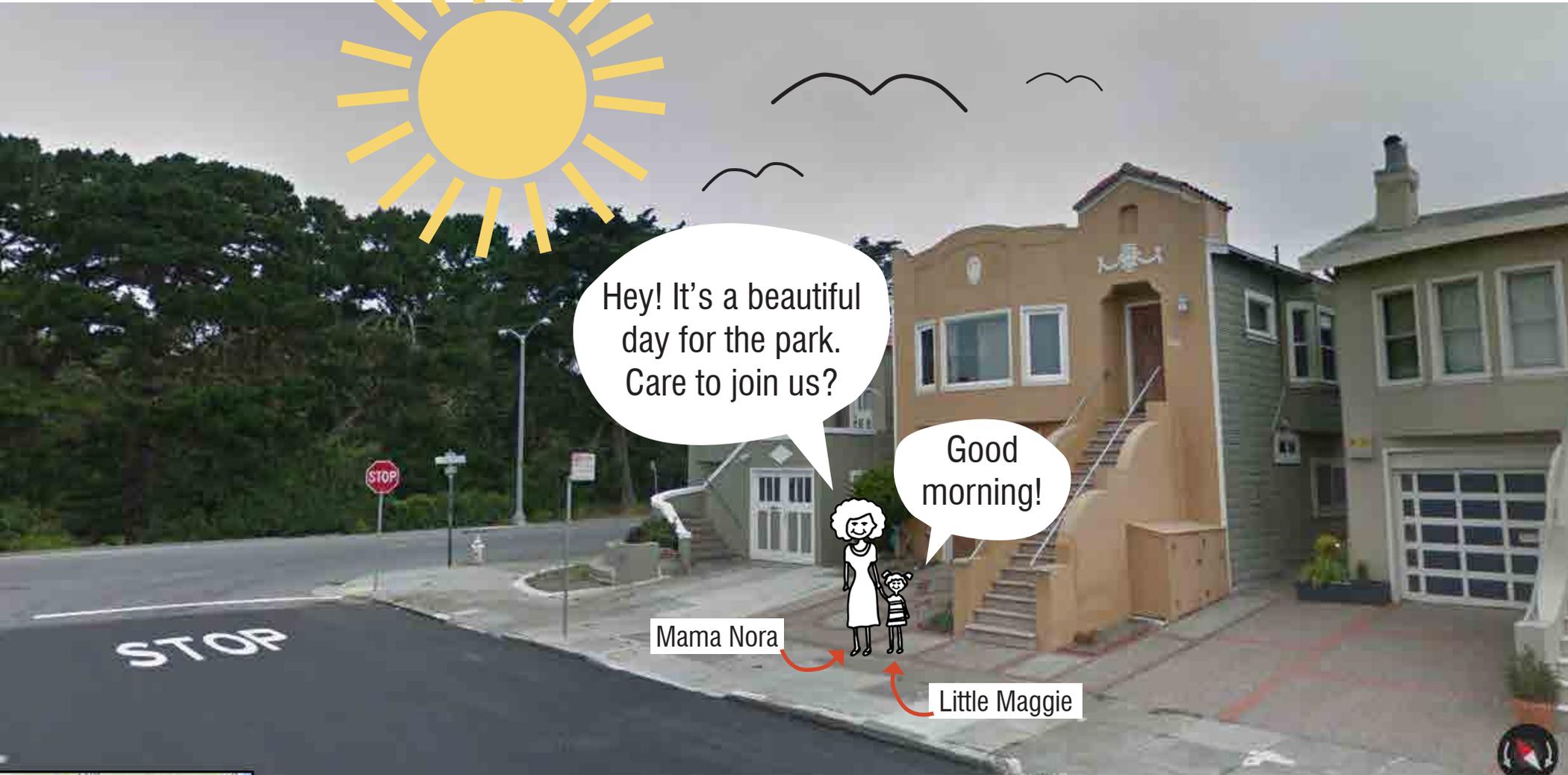
Hey! It's a beautiful day for the park. Care to join us?

Good morning!



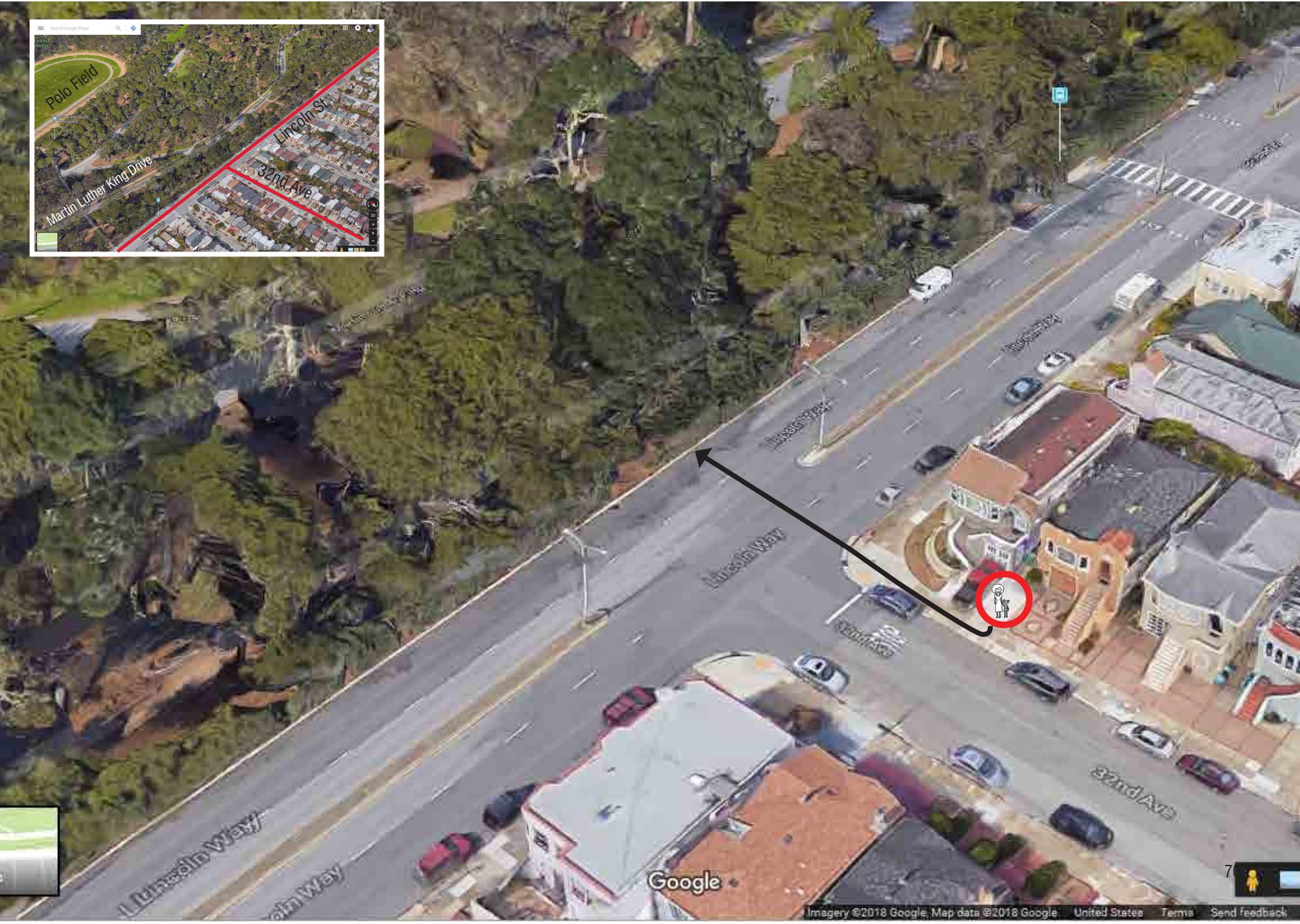
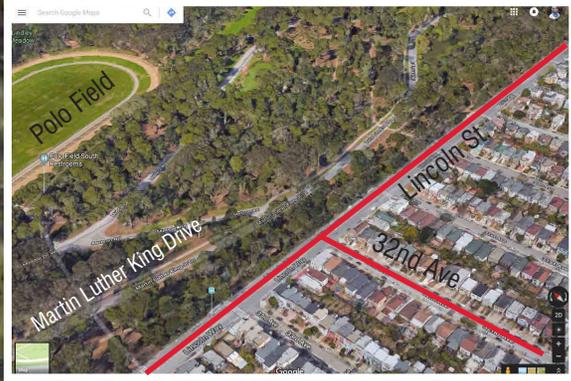
Mama Nora

Little Maggie

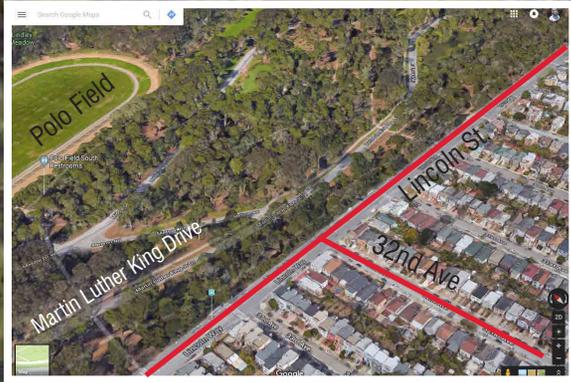


32nd Ave and Lincoln Way

32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS



32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS



POLO FIELD

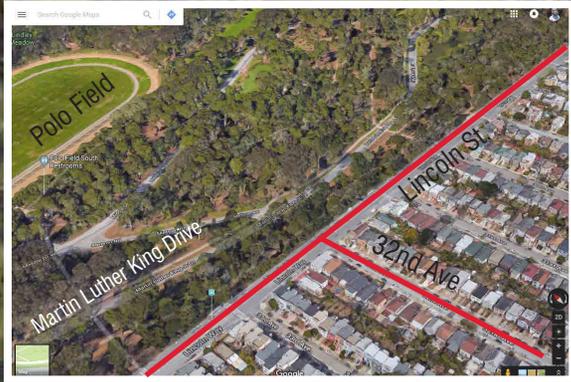
PARK TRAIL

Bus stop



Google

32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS

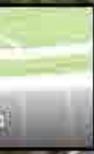


**MISSING
-crosswalk**

Bus stop

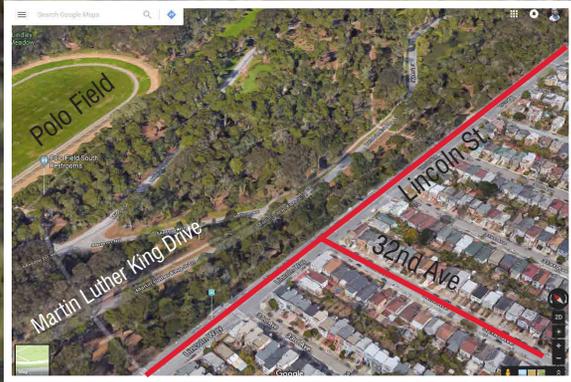
POLO FIELD

PARK TRAIL



Google

32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS



MISSING

-crosswalks

-traffic signals or
stop signs

POLO FIELD

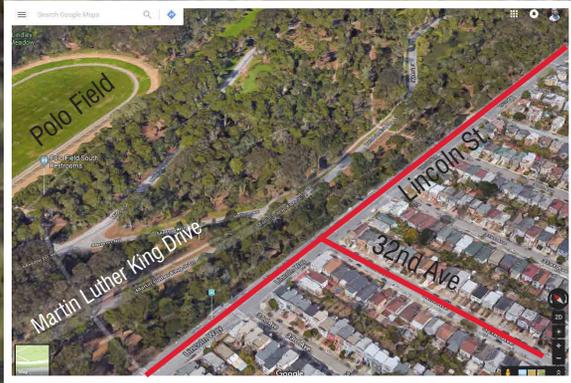
PARK TRAIL

Bus stop



Google

32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS



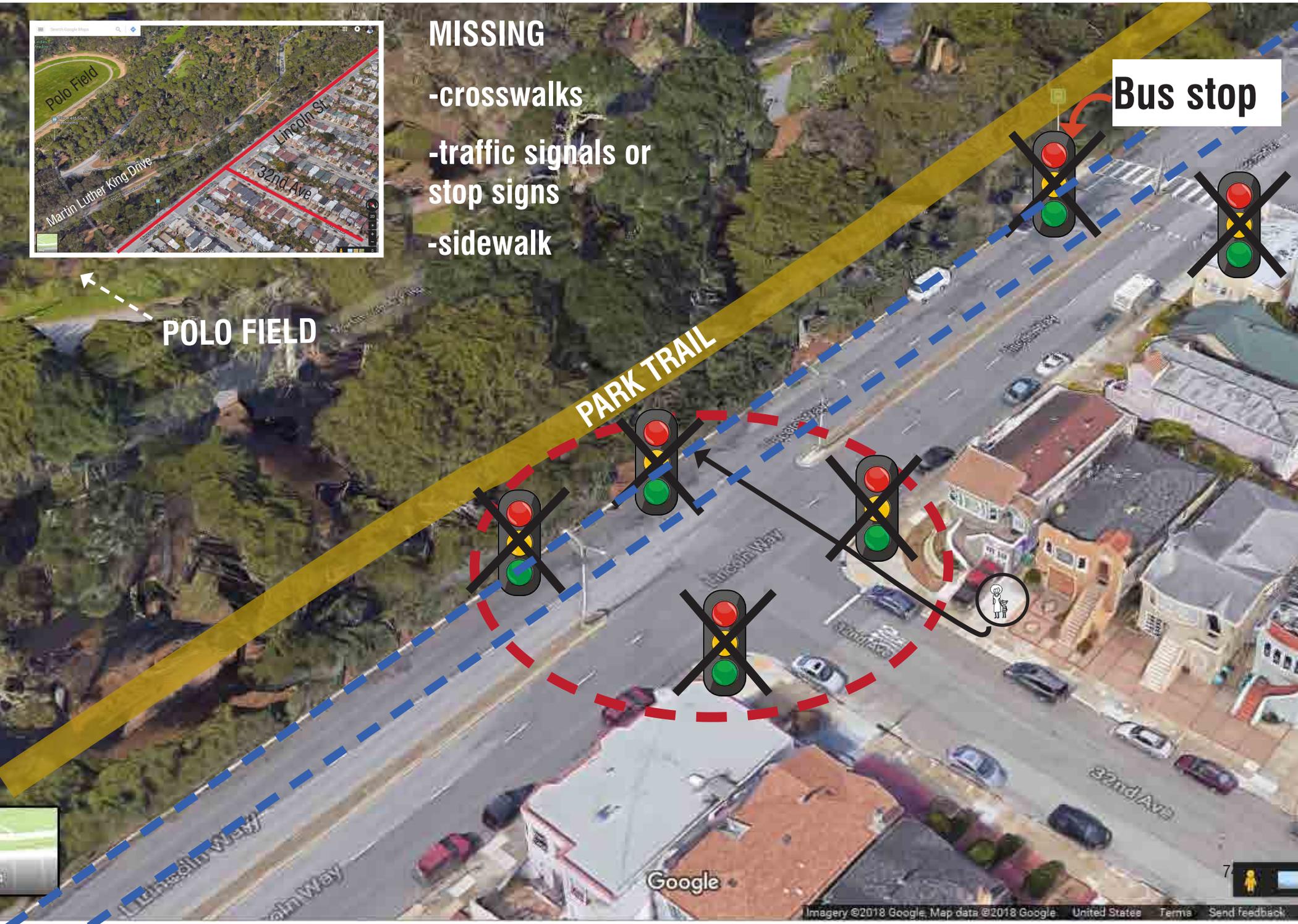
MISSING

- crosswalks
- traffic signals or stop signs
- sidewalk

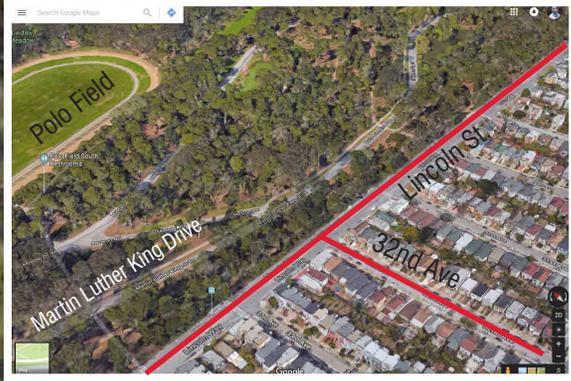
POLO FIELD

PARK TRAIL

Bus stop



32ND & LINCOLN STREET CLOSEUP CONNECTIVITY ANALYSIS



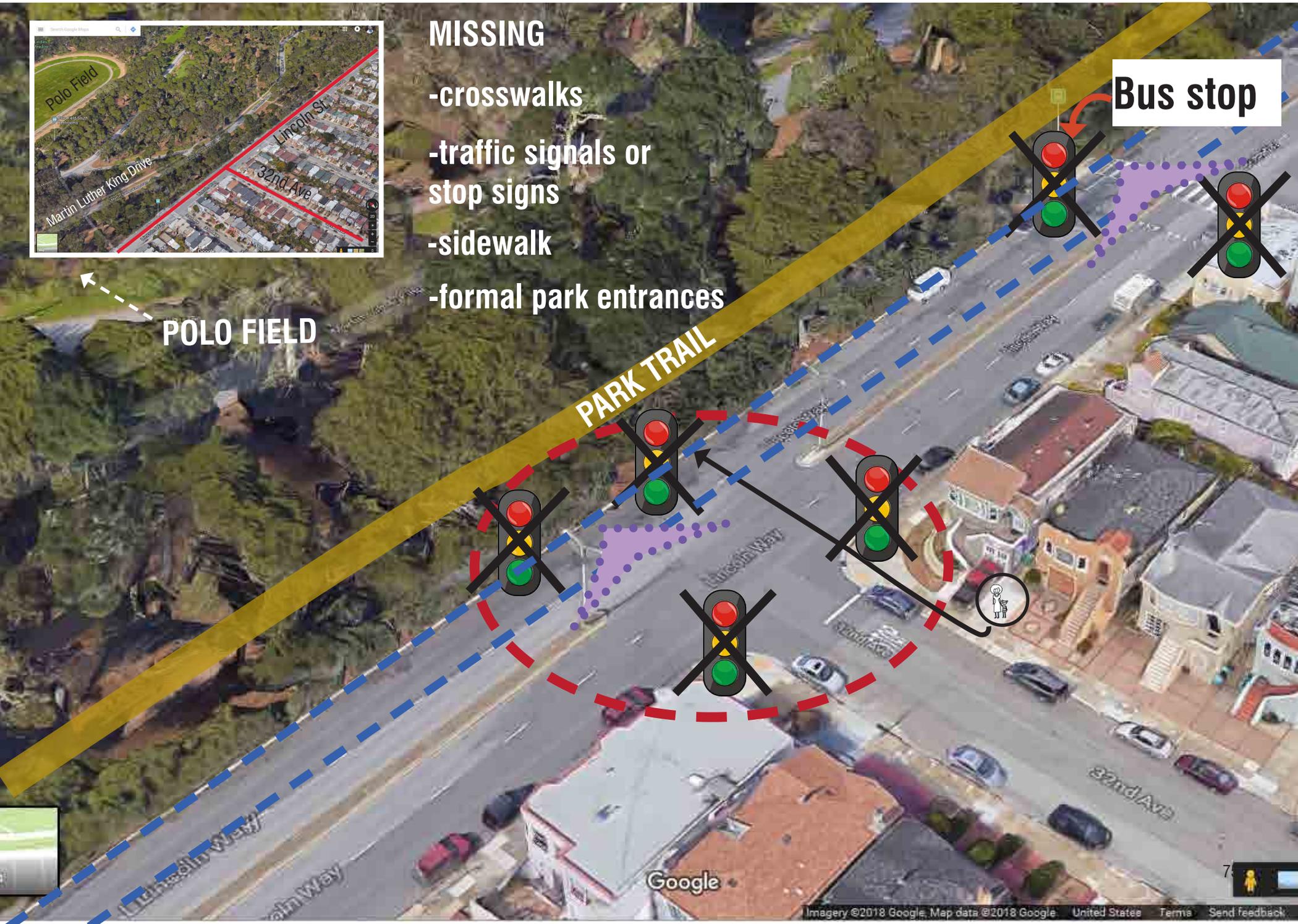
MISSING

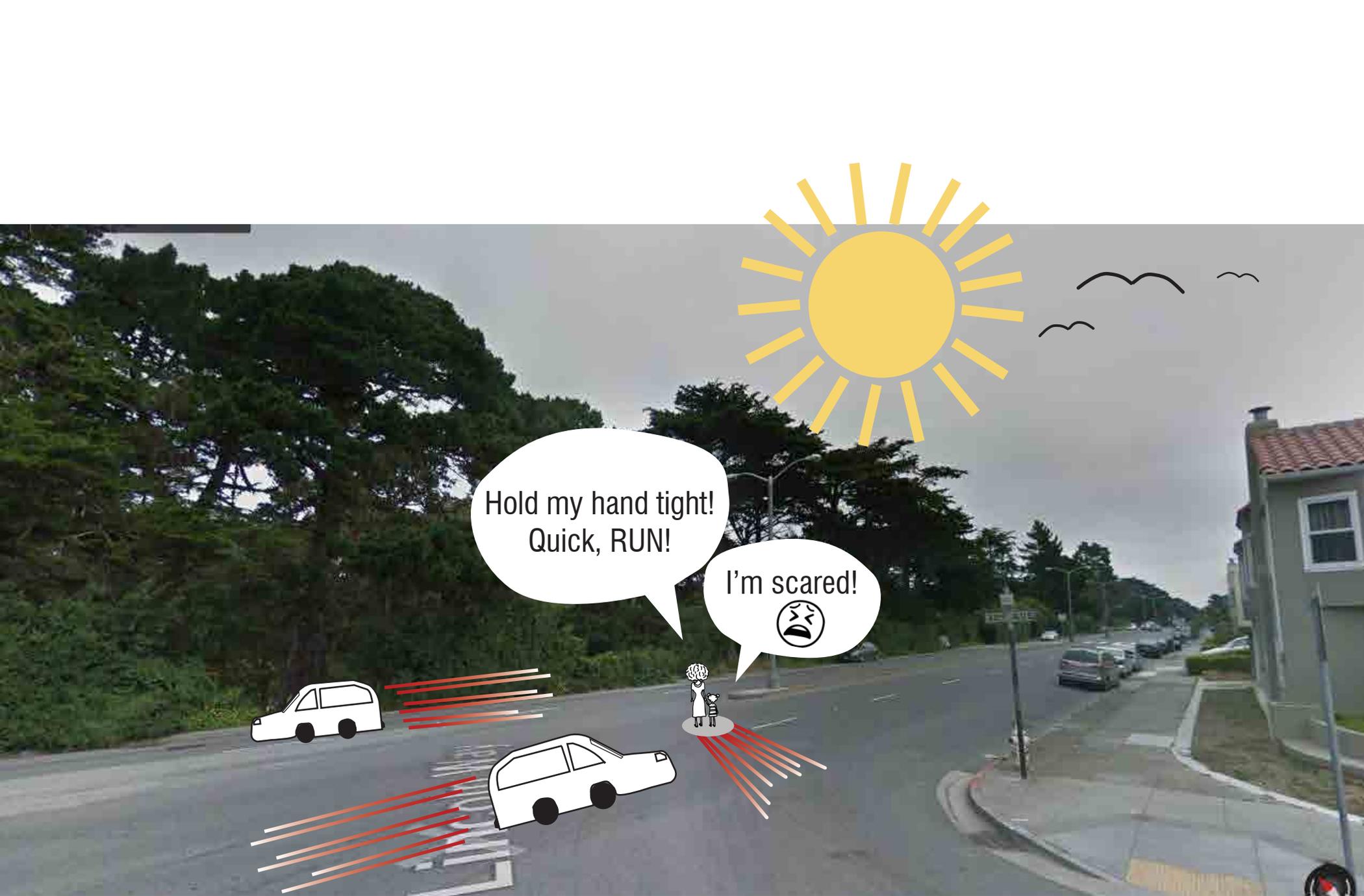
- crosswalks
- traffic signals or stop signs
- sidewalk
- formal park entrances

POLO FIELD

PARK TRAIL

Bus stop





BIRDSEYE VIEW ANALYSIS OF INTERSECTIONS NEARBY



30TH AVE STREET VIEW



34TH AVE STREET VIEW

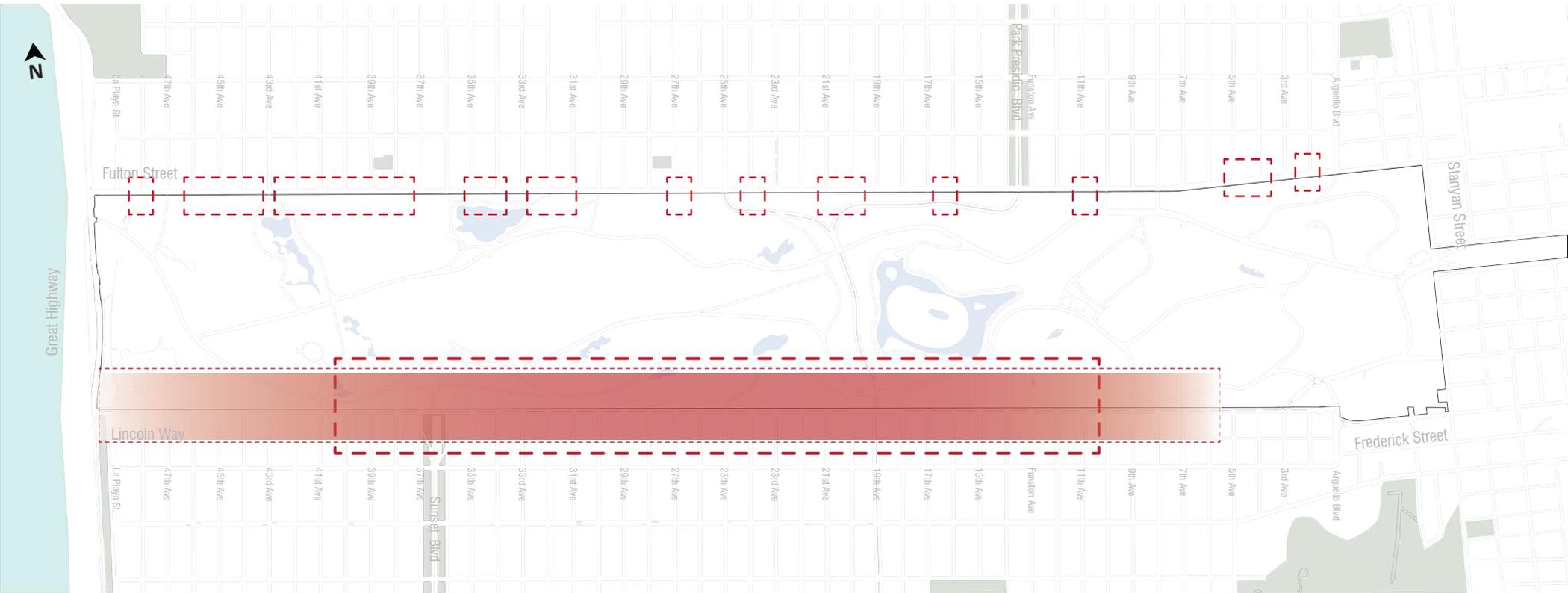


MAIN RECOMMENDATIONS

Improve level and quality of safety provisions at:

- 1 Intersections lacking the necessary provisions, particularly on Lincoln Way.
- 2 Bus stops on Lincoln Way.
- 3 Informal park entrances on both Fulton St. and Lincoln Way.

RECOMMENDED PRIORITY AREAS



Improve the level and quality of safety provisions on Lincoln Way, most urgently between 11th Ave and 40th Ave.

CHALLENGING QUESTIONS TO PONDER...

- 1** What is the minimum acceptable level of safety facilities and/or measures at intersections on the edges of GG Park?
- 2** Should we aim to make *every* intersection on the edges of GG Park safe for pedestrian crossing?
- 3** What are the next steps to capitalize on the collected data and evidence of a need for improvements to safety measures and facilities on the edges of GG Park?

QUESTIONS? COMMENTS?